THE WORLD'S FIRST AIR CARGO MAGAZINE—NOW IN ITS 13TH YEAR

AIR TRANSPORTATION

Vol. 30, No. 4 THE AIR MAGAZINE FOR THE BUSINESS EXECUTIVE April, 1957

Riddle T-category version of the C-46 airfreighter . . . 40 miles an hour faster . . . one ton greater payload.

Meet Your Personal Air Cargo Representative

IN GREAT BRITAIN

Arnold J. Weight is his name, better known as "Kilo" Weight. As KLM Air Cargo Manager for Great Britain, his job is expediting your shipments. Tonnage through his area increased fourfold over the past seven years, proof that others in your field have found Mr. Weight and the organization he heads capable carriers. Whether your shipments fly between the U. S. and Great Britain or points beyond, Mr. Weight and KLM facilities are completely at your service, protecting *your* interests in Great Britain and the Continent.

All around the world—in 74 countries on six continents—experienced KLM air cargo personnel are always ready to work for you, to keep your merchandise moving fast on the ground and in the air. For *personalized* air cargo service to and from Great Britain . . . or anywhere in the world . . . call your freight forwarder or nearest KLM office for lowest rates on your commodity. Pickup and delivery service if you wish.

For Air Cargo Speed, Service and Dependability

KLM ROYAL DUTCH AIRLINES

Air Cargo Leader Across the Atlantic

KLM
ROYAL DUTCH
AIRLINES

AIR TRANSPORTATION

The World's First and Only Air Cargo Magazine . . . Established October, 1942

BPA

Member of Business Publications Audit of Circulation, Inc.

AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargoplane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, and business flights.

Subscription rate for United States and Territories, $5.00 for one year, $8.00 for two years, and $11.00 for three years; foreign countries, $6.00 for one year, $10.00 for two years, and $14.00 for three years. Individual copies (except November), 50 cents each; November issue, $1.00 per copy.

John F. Budd
Editor and Publisher

Editorial **Richard Malkin** Executive Editor

Advertising **William E. Budd** Ass't to the Publisher

K. H. Lyons, Business Manager

Frank W. Budd, Circulation Manager

Viola Castang, Special Service Department

Keith H. Evans & Associates
West Coast Advertising Representative
3723 Wilshire Blvd., Los Angeles 5, Calif.
Phone: DUnkirk 8-2981

J. B. Tratsart, Ltd.
United Kingdom Sales Representative
799, Harrow Road
Sudbury, Wembly
Middlesex, England

AIR TRANSPORTATION is published by Import Publications, Inc., Ten Bridge Street, New York 4, N. Y.; also publishers of *Custom House Guide, American Import & Export Bulletin,* and *Air Shippers' Manual.* Reprinting of any article or portion of an article appearing in this magazine without written permission, is strictly forbidden. AIR TRANSPORTATION is available on microfilm. For information contact publications office.

10 BRIDGE ST., NEW YORK 4, N. Y.
Phone: WHitehall 4-2896

Acceptance under Section 34.64 P.L. and R. authorized.

Vol. 30, No. 4 April, 1957

CONTENTS

FEATURE ARTICLES

DEPARTMENTS

ADVERTISERS

Net circulation of this issue (not including distribution to advertising agencies, advertising prospects, public relations firms, newspapers, and magazines; special distributions for promotional purposes; and cash sales) totals 9,706 copies. Gross circulation is more than 10,300 copies. This issue will be received by a minimum of

- 8,517 *shipping and business executives concerned with the proper and economical transportation of commodities, including the following professional categories:*
- 5,464 traffic managers
- 1,008 presidents; partners; proprietors
- 125 vice presidents
- 115 secretaries; treasurers; comptrollers
- 549 freight forwarders
- 331 export-import managers; export-import merchants
- 266 purchasing agents
- 494 aviation department heads of industrial firms
- 165 general and sales managers also
- 372 airline executives and other personnel
- 159 military establishments and personnel
- 77 trade organizations
- 259 Federal, state and city government departments
- 105 educational institutions and students
- 72 business and public libraries
- 49 foreign governments
- 56 aircraft and aircraft equipment manufacturers
- 40 miscellaneous

The most recent study of *Air Transportation's* circulation has shown a pass-along of each issue to 3.45 persons, or a total readership of 4.45 persons per copy. On this basis, this issue of *Air Transportation* will be read by a minimum of 43,192 persons. The later figure does not include readers not classified under "net circulation."

DOMESTIC AIR CARGO

AIR COMMERCE

(REG. U. S. PAT. OFF.)

INTERNATIONAL AIR CARGO

VOL. 30 APRIL, 1957 No. 4

Long U. S.-Mexico Dispute is Ended

Washington, D. C.—After 11 years of crossfire, the United States and Mexico reached accord which established new commercial air routes between the two neighboring countries, including certain nonstop services in each direction. Effective date is June 7, 1957, expiring June 30, 1959. Following are the routes specified in the agreement:

United States to Mexico

New York-Washington-Mexico City.

Chicago-Dallas-San Antonio-Mexico City, via intermediate points in the United States.

Los Angeles-Mexico City, via intermediate points in the United States.

New Orleans-Mexico City.

New Orleans-Mérida, and beyond, to Guatemala, and beyond.

Miami-Mérida, and beyond, to Guatemala, and beyond.

Houston-Brownsville-Tampico-Mexico City-Tapachula, and beyond, to Guatemala, and beyond.

Bill Budd Back with AT

New York—William E. Budd, completing his tour of duty as a Marine officer, has returned to the staff of *Air Transportation*, taking over the post of assistant to the publisher. In this position, he will head up the magazine's advertising department.

Bill Budd, son of the publisher, John F. Budd, is a graduate of Hofstra College and has taken post-graduate courses at the University of Oregon. He is a licensed airplane pilot. He succeeds Frank R. Brine who recently resigned to accept an executive position with the advertising firm, Harry Graff, Inc.

JAL Veep Sees Global Network in a Decade

San Francisco—Yoshito Kojima, vice-president of Japan Air Lines' American Region, has predicted a world-wide network of routes for his company 10 years from now. He said that JAL's current

(Concluded on Page 22)

AIR CARGO GUYS AND DOLLS

This being Spring, man's fancy is turning in the proper direction as evidenced by the pictures above . . . The beauty on the left is Taina Elg, talented Finnish actress, now with MGM in Hollywood. Taina, whose husband is with Pan Am cargo in Los Angeles, is holding a Lapp doll named Aslak. Aslak, selected to exemplify the particular advantages of shipping by air, was flown around the world via Finnair, SAS, Pan Am, KLM, and finally Finnair again. Hon. Uuno Hannula, Governor of Lapland, acted as shipper. Air freight agent was Henry Nielsen Ab/Oy . . . At the right, surrounded by admiring cargomen, is Miss Perfect Package (38"-24"-36½"), selected over a dozen rivals by members of the Traffic Club of Greater Los Angeles. Miss Perfect Package, otherwise known as Mary Briggs, assistant purchasing agent, Microdot Electronics Company, South Pasadena, California, will hold beauteous sway over the Perfect Shipping Exhibition at the Santa Fe Auto Docks in Los Angeles this month. With her are (left to right) Frank L. Baptie (TWA), William Randazzo, Jr. (Swissair), and Ed Marshall (Pan Am), committee chairman

CAB Rules on Rates To Air Forwarders

Washington, D. C.—Reversing its decision of August 30, 1955, the Civil Aeronautics Board, in a second supplemental opinion and order (Docket No. 5947 *et al*, Air Freight Forwarder Investigation) issued last month, decided:

▸ "Section 404 (a) of the Act does not contemplate the establishment of joint rates by air freight forwarders and underlying direct air carriers."

▸ "Section 412 does not authorize approval of agreements between air freight forwarders and direct air carriers embodying rates for air transportation to be furnished such forwarders which would otherwise violate the rate-making provisions of the Act."

▸ "Special reduced rates for air freight forwarders are not unlawful *per se*, and a regulation prohibiting the filing of such rates would be premature."

When the Board issued its decision in this case nearly two years ago, it proposed the adoption of new regulations governing air freight forwarders. Among the things provided for by these regulations were agreements between air freight forwarders and airlines relating to the establishment of transportation rates, fares, or charges or to cooperative working arrangements for the determination of compensation to forwarders for promotional and other services rendered. Following petitions for reconsideration of the decision and comments on the proposed regulations, the CAB, in its supplemental opinion and order on reconsideration, which was issued April 13, 1956, agreed to hear further argument on just one issue: could the Board, as a matter of law and policy permit air freight forwarders to enter into joint rate or compensation agreements with airlines, providing for rates lower than those paid by other users of the airlines' services.

The new supplemental opinion and order, in its historical review of the development of the issue of special forwarder rates in this proceeding, stated:

"At the evidentiary hearing, Bureau Counsel took the position that, under the Civil Aeronautics Act, freight forwarders could legally enter into joint rates with direct carriers providing for lower charges than would be available to shippers generally. Bureau Counsel regarded such preferential rates as undesireable from a policy standpoint, and proposed that the forwarder exemption authority prohibit such joint rates. The direct air carriers and certain other parties supported this proposal, and the issue was also raised as to whether such joint rates were legal at all under the Act.

"The Examiner concluded (1) that freight forwarders had the right to enter into joint rates with direct carriers under

(Continued on Page 8)

ALONG THE WAY... OF TWA

"SPIRAL GUIDES" SPEED TO EUROPE'S SEWING MACHINES OVERNIGHT!

SHIPPED TODAY...INSTALLED TOMORROW! FAST **TWA** AIR FREIGHT SERVICE SUPPLIES GROWING EUROPEAN DEMAND FOR SPIRAL-STITCH SEWING-MACHINE ATTACHMENTS..! **DEPENDABLE TWA** DELIVERY BRINGS QUICK PAYMENT TO GUIDE STITCH CORPORATION, RARITAN, N.J., MANUFACTURER. ASSURES GREATER PROFIT BY LOWERING PACKAGING AND INVENTORY COSTS!

SHIP AT LOW, SPECIFIC, COMMODITY RATES...
SHIP TWA AIR FREIGHT!

SHIPPING ABROAD?

TWA OFFERS MORE THAN 60 TRANSATLANTIC CROSSINGS EVERY WEEK...INCLUDING ALL-CARGO **SKY MERCHANT SERVICE** BETWEEN MAJOR U.S. CITIES AND EUROPE!

SUPER-G BOOKED AIR FREIGHT

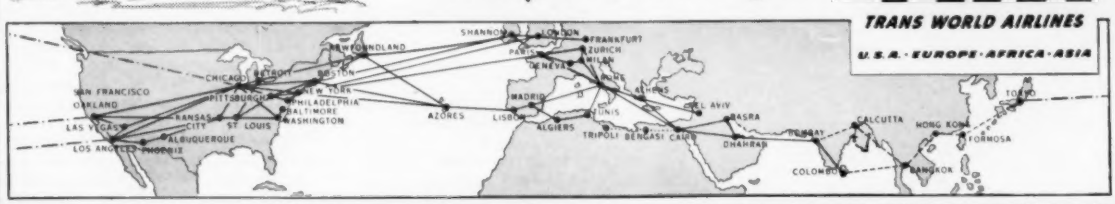
FOR FAST, ON-SCHEDULE DELIVERY OF YOUR SHIPMENTS THROUGHOUT THE COUNTRY. BOOK THEM ON **TWA SUPER CONSTELLATION FLIGHTS...**

All TWA Flights Carry Air Mail, Air Express and Air Freight

TWA

TRANS WORLD AIRLINES

U.S.A. · EUROPE · AFRICA · ASIA



his reading of Sections 1(2) and 404 (a) of the Civil Aeronautics Act, and (2) that the Board did not have the power to prohibit the establishment of such rates. He also found that freight forwarders could enter into special rate and compensation agreements under Section 412.

"Various parties including Bureau Counsel challenged the Examiner's findings before the Board. At this point, Bureau Counsel reconsidered his original position and concluded that joint rates between freight forwarders and direct air carriers were illegal under the Act and that all special rates for forwarders were unjustly discriminatory and should be prohibited by regulation. This position was supported by the direct carriers, shippers' association and one forwarder, and opposed by most of the freight forwarders.

"In its opinion of August 30, 1955, the Board expressed doubt as to whether freight forwarders could lawfully publish joint rates with direct air carriers, but did not directly pass on this question. However, we concluded that under Section 412(a) of the Act, air freight forwarders may be permitted to enter into agreements with direct air carriers relating to the establishment of transportation rates. Draft Release No. 75 issued simultaneously with the August 30, 1955 opinion, proposed the adoption of a new Part 263, the essential features of which were: (1) that forwarder-direct carrier rate and compensation agreements shall not be effective unless approved by the Board; (2) that the proponents of the agreements have the burden of showing economic justification; and (3) that such agreements shall be open to all members of the forwarding and airline industries on equal terms.

"The rationale underlying Draft Release No. 75 (DR-75), as set forth in our previous decision may be briefly summarized as follows: Section 412 (a) authorizes agreements as to transportation charges between "air carriers." Under Section 1 (2), freight forwarders are air carriers. Therefore, rate agreements between forwarders and direct air carriers are authorized by the statute."

Airline View

The airlines have argued that under established transportation law, forwarders, even though carriers in relation to their clients, are shippers in relation to direct carriers. Congress, they said, must have had this in mind when it legislated, and therefore it follows that rate agreements between an indirect and a direct carrier are not authorized under Section 412, for the reason that the forwarder would be acting as a shipper and Section 412 does not apply to agreements between shippers and carriers. It was noted by those supporting this view that while Section 1 (2) defined air carrier so as to include freight forwarders, such definition applies only "unless the context otherwise requires." The same parties also note that in other situations the Board has specifically held that indirect air carriers are not air carriers within the meaning of certain provisions of the Act.

On the other hand, the forwarders have pointed out that the subject was specifically dealt with in the Freight Forwarder Act of 1942 when it amended Section 412 (b) to forbid CAB approval of rate agreements between air freight forwarders and direct surface carriers. At the same time Congress rejected a proposed amendment requiring that air freight forwarders pay the same rates to direct air carriers as by commercial shippers. On this score the Board now says

(*Continued on Page 21*)

CAB

Transportation of explosives and other dangerous articles: In order to avoid confusion between the appendix material relative to the Civil Air Regulations, Part 49, and the appendix material relative to Civil Aeronautics Manual 49, Section 49.71-3 (a), as published in 21 Federal Register 9103, the reference to Appendix A in the first sentence and the footnote 1 has been removed. (*Refer to January, 1957 A. T., page 24.*)

Air freight forwarding rate control: The imposition on air freight forwarders of the same minimum rates applicable to the air carriers has been asked by American Airlines. This, the coast-to-coast airline said, would return fair competition to the air freight industry. The CAB was told that "the destructive rate practices which result from forwarders being free from the Board's described minimum rates applicable to airlines must be halted if the air freight industry is to resume its sound economic development." American agreed with a CAB examiner's finding that the air freight forwarders, exempt from minimum rate rules, compete with the air carriers and that they should not be allowed to have a rate advantage over the airlines in this competition, but disagreed with him that the forwarders should be free of airline rate minimums.

Puerto Rico service: Pan American World Airways is seeking permission from the CAB to provide additional passenger and cargo service to Puerto Rico through the addition of direct flights from Boston, Philadelphia, Baltimore and Washington to its present service out of New York.

■

SERVICES

Domestic

Riddle: Norfolk, Virginia recently became the 22nd city to receive scheduled all-cargo service from Riddle Airlines. Figlhts are operated from Monday through Friday — one northbound, one southbound.

United: Nonstop service has been inaugurated between New York and Washington, D. C., as part of its new route. United also has begun non-stop DC-7 flights between Los Angeles and Detroit, and between Washington and Kansas City.

International

Air France: Beginning April 15, five new through flights will be inaugurated between the United States and Europe and the Near East. These will be: Mondays—New York-Boston-Paris-Rome-Tel Aviv. Tuesdays—New York-Boston-Paris-Rome-Beirut. Wednesdays—New York-Paris-Frankfurt-Istanbul-Beirut. Thursdays—New York-Boston-Paris-Rome. Saturdays—New York-Boston-Paris-Istanbul-Beirut . . . Beginning April 16, Air France inaugurates new *Constellation* services between Paris and Lourdes. Starting on a once-a-week basis, a second weekly flight will be put into operation June 8 and will remain through September 15. The flight to Lourdes will continue to Lisbon, adding one more service from France to the Portuguese capital.

BOAC: April 2 is the opening date of the new twice-weekly service between San Francisco and London. DC-7c equipment will be used . . . The British airline will introduce DC-7Cs on its route from Chicago and Detroit to Glasgow and London. These aircraft are replacing *Stratocruisers* on the route, cutting travel time by approximately 4½ hours. Time for the journey was slashed by the greater speed of the Douglas transport as well as the elimination of a previous eastbound-route stop at Montreal . . . The Bristol *Britannia* turboprop is now in scheduled service on BOAC's route between London and Johannesburg.

Ethiopian: Convair service to Cairo from Addis Ababa has been resumed. Operating five weekly southbound and northbound international flights, Ethiopian operates two of these into the Egyptain capital.

Japan: Transpacific schedules have been increased from four weekly flights to five. New schedule is effective April 5. Departures from San Francisco are at 11:30 a.m. PST every Tuesday, Thursday, Friday, Saturday and Sunday. Tokyo departures are at 9:30 p.m. every Tuesday, Wednesday, Thursday, Friday and Saturday . . . As of April 1, schedules will be upped to four flights daily between Tokyo and Sapporo, and Tokyo and Fukuoka. Tokyo-Osaka flights are increased to seven a day.

Lacsa The Costa Rican airline, a subsidiary of Pan Am, has discontinued its service between San Jose and San Juan via Panama. Reason: unprofitable route. It is rumored that Lacsa may likewise drop its San Jose-Panama run.

Lufthansa: On April 27, the German air carrier inaugurates through service between New York and Vienna. It will be operated on a daily basis. *Super G Constellation* equipment will fly from New York to Frankfurt where the transfer to Convair *Metropolitans* will be effected. Vienna is 2½ hours from Frankfurt.

Pan American: DC-7Bs were recently placed in service between New York and Nassau. There is a daily departure.

TEAL: Tasman Empire Airways Limited recently inaugurated direct air service between Melbourne and Auckland. Service is on a one-a-week basis. The airline now has four separate routes between New Zealand and Australia.

Sabena: DC-6A airfreighters will be operated from New York to Brussels on April 3 and April 10. This cargoplane hauls over nine tons of freight . . . International helicopter service was recently inaugurated between the Belgian and French capitals. Sikorsky S-58 equipment is used, operating from the Allee Verte Heliport in Brussels and the new Balard Heliport in the center of Paris.

TWA: *Super G Constellation* service has been added to the airline's regular schedules to Lisbon and Madrid. With these new flights, TWA now has 10 flights weekly between the United States and the Portuguese and Spanish capitals. Frequency will be increased to 12 weekly during the latter part of next month.

■

AIRPORTS

The four airports in the New York metropolitan area—Idlewild, La Guardia, Teterboro, and Newark—last year showed a gain of 6.9% in total cargo traffic over the year 1955.

A total of 163,327,149 pounds of cargo was handled last year at Miami International Airport. The greatest advance was shown by import-export cargoes which reached a total of 124,673,291 pounds.

Seattle-Tacoma International Airport reported respective increases of 13% and 12% for air freight and air express handlings during the month of January as compared with the same month a year ago. Freight rose from 1,880,321 pounds to a new high of 2,121,239 pounds. Express, which in January, 1955 was at 202,374 pounds, reached 226,055 pounds in January 1956.

■

Air France

NEW OFFICES

Milwaukee—Room 913, first National Bank Building, 735 North Water Street; Broadway 2-1484; Charles R. Smith, manager. Reservations and ticketing.

St. Louis—Room 818, Ambassador Building, 411 North 7th Street; Central 1-8354; William G. Shaw, manager. Reservations and ticketing.

Emery Air Freight Corporation

Akron & Canton, Ohio—Akron-Canton Airport; (Akron) Tyler 6-2207; (Canton) Hyacinth 9-8233; Jack Baum, manager. Air freight only.

Japan Air Lines

New York City—New headquarters offices at 2 West 46th Street; Judson 6-7400; Yoshito Kojima, vice president and general manager. District office remains at 590 Fifth Avenue where Michio Hanaoka, Eastern regional manager, and Chick Holden, Eastern cargo manager, are located.

Mercury Air Freight, Inc.

Newark—New permanent headquarters at Newark Airport; Robert W. Williams, general manager. Air freight ground carriage for 17 airlines.

■

U. S. Airlines

CONGRATULATIONS

Allegheny: Richard G. Dinning, formerly assistant to the president, elected vice president . . . George F. Girth and W. Dale Hay appointed assistant treasurer and assistant controller respectively.

American: Edwin H. Herzog and Amon G. Carter elected directors.

Capital: Stuart B. Goldthorpe appointed comptroller and also assistant vice president-finance; R. W. Hardesty, assistant vice president-operations; Earl Raymond, director of maintenance; Stuart T. McAlister, assistant vice president-properties; Robert M. Averill, director of personnel; Nelson Fry, assistant vice president-traffic; Joe Daniels, assistant vice president-advertising; George Wertenbaker, director of sales; Hayes Dever, secretary and executive assistant to the president; Jennings Randolph, assistant to the president and director of public relations; and Waller Smith, assistant secretary.

Flying Tiger: Dana P. Kelly, late of Carl Byoir Associates, named director of public relations . . . M. N. Costa appointed assistant to the vice president for coordination of contract sales.

National: Richard R. Foster named administrative assistant to Gilbert W. Paul, assistant vice president of NAL's northern region; Joseph J. McGuinness promoted to district sales manager, and Anthony DiPasquale replaces him as city sales manager; John H. Frew upped to district manager of reservations and ticket offices, and Stephen M. Dunbar takes over the office managership of the regional sales department.

Northwest: E. R. Brown, formerly Eastern Region cargo sales manager at New York for nearly three years, promoted to assistant district sales manager in New York.

Pan American: Humphrey W. Toomey awarded the Santos Dumont Silver Medal by the Brazilian Government, this being the fourth honor it has bestowed on him . . . Paul N. Dault moves to Buenos Aires to succeed Fred Plimpton, recently upped to director in Colombia; Stuart P. Brown succeeds Dault at Sao Paulo, and W. Max Hartzog replaces Brown at Rio . . . Guy de la Houssaye takes over as station manager at Fort de France from Oscar Giner, who goes to Cayenne, French Guiana, on a tour of relief duty . . . Findley B. Howard, station manager at Tocumen International Airport, Panama, and Andrew Monteath, station manager at San Juan, exchange posts.

Riddle: Paul J. Mackenzie appointed business analyst . . . Stephen F. Buck named director of ground operations.

Seaboard & Western: John H. Ma-

honey, formerly director of traffic of American Airlines, elected a vice president. He will represent the airline at IATA and ATA . . . Carl H. Horenburger named director of employee relations.

Mahoney
Seaboard

Slick: Robert J. Smith, president, nominated by President Eisenhower for appointment as major general in the United States Air Force Reserve. General Smith's military service to the Government began in the U. S. Army in 1917 and culminated with his promotion to brigadier general, U. S. Air Force Reserve, 1947 . . . Admiral Selman S. Bowling named director of communications, operating from Dallas . . . John W. Birth and General Aubry Lee Moore fill the two new top management positions of director of station operations and director of international operations, respectively.

Left to right: Bowling; Birch; Moore
Slick Airways

Southwest: John H. Connelly, a member of the CAB since 1943, joins as vice president and treasurer.

TWA: Vernon Radcliff assumes directorship of economic research of planning and coordination department . . . Captain Floyd D. Hall named as director of flight operations.

United: Frank E. Conway, formerly chief of outside sales in New York, becomes staff superintendent of cargo sales in the newly-established Midwestern Division at Chicago . . . L. G. Wood promoted to New York City district sales manager. Arthur Fairbanks succeeds him in Boston . . . William P. Ferree appointed Los Angeles district publicity manager.

Conway
United

United States Overseas: Donald F. Hoirup appointed assistant to the president.

Foreign Airlines

Air France: Paul Burroughs appointed advertising manager, after having for many years held the same appointment in Europe for the American Export Lines . . . Adolph Soroco advanced to Eastern District ticket office and stations managership.

Cubana: W. L. Scott named general manager, North American Division.

Japan: Chikao Endo named assistant to the district manager of the Honolulu office . . . Aki Wakasugi appointed public relations representative in New York.

KLM: Mayo Thomas, former manager of charters and interline sales for the Flying Tiger Line, now associated with the Dutch airline as district cargo sales representative in the Southern California area.

Mayo
KLM

Lufthansa: Alice Young joins the New York office as assistant to Peter R. Easton, director of public relations. Mrs. Young will develop closer relations with radio and TV networks.

Qantas: John Minehan takes over as acting manager, West Coast North America . . . Leslie J. Power appointed district sales manager in New York, and Donald N. Kiernan interline sales representative in the same area.

Silver City: Newly appointed to the Air Ferry Division—E. Manley Walker, commercial manager. Heading the Freight and Charter Division as commercial manager is Leslie R. Pavey.

Indirect Air Carriers

Airborne Freight: Bernard (Frank) Fernandes named San Francisco district sales manager.

Traffic & Export

Jones & Laughlin Steel Corp.: Clem W. Gottschalk, well-known traffic and transportation figure, elected a vice president.

Servel, Inc.: Raymond F. Worter elevated to traffic manager, with Gordon Lay moving into the slot of assistant traffic manager.

Dravo Corp.: Chester C. Reefer, assistant traffic manager, promoted to traffic manager.

Victor Products Corp.: W. R. Bonner appointed traffic manager.

Chemstrand Corp.: M. C. Brown moves up from senior traffic rate clerk to freight traffic manager.

Remington Rand (Sperry Rand Corp.): V. R. Tupper, general traffic manager, named director of traffic for the corporation.

Best Foods, Inc.: Alvin Harks, ex-Montgomery Ward and Red Star Yeast Co., appointed traffic manager of the Chicago plant.

Friden Calculating Machine Co., Inc.: William W. Porter now with Friden as director of international marketing.

Columbia Steel Division (U. S. Steel Corp.): John F. Maloney, V. J. Harrington, and L. M. Beerup named to the respective posts of traffic manager, assistant traffic manager, and supervisor of transportation.

American Brake Shoe Co.: John Hyzak appointed assistant traffic manager.

Rilco Laminated Products, Inc.: Richard A. Gosline named Western traffic manager.

National Electric Product Corp.: Stephen Durniak appointed assistant traffic manager.

Miscellaneous

Air Transport Assn.: Joseph L. O'Brien, executive director of the Airline Personnel Relations Conference, elected vice president-personnel relations . . . Robert L. Turner, former vice president-traffic and sales of Northeast Airlines, named special assistant to the president. He will head up Air Traffic Conference activities.

INVENTORY CONTROL
. . . *The New Look*

By ROBERT J. SMITH, *President, Slick Airways*

FIFTY-NINE cents out of every dollar goes toward the distribution of goods, as contrasted to the 41¢ it costs to produce them, according to a Twentieth Century Fund Study.

The distribution cost, of course, reaches far beyond the price tag of transportation alone. However, it is just good business sense that if we can cut down on any one of these distribution expenses, the reduction will have a direct effect on both the price of goods, and on the profit of the business.

Of the 11 items that principally comprise distribution cost, we think that eight of them can be directly reduced by the use of air transport. Those items are:

1. Warehousing
2. Insurance
3. Handling
4. Packaging
5. Crating or packing
6. Taxes
7. Elements of capital investment
8. Inventories

Even as to the costs of marketing, sales and advertising, we think that substantial advantages and benefits will accrue.

NOTE ABSENCE of crating in these mechanical-brain units airfreighted by Slick Airways. Crating cost is but one of eight items which, the author points out, may be directly reduced by air transport.

Air transport, as one of the newer forms of transportation, has certain characteristics which have been found historically in many modes of transportation when they were newly developed. First of all, it is faster than previous methods. And it bears a higher tariff.

Both the speed and cost characteristics need further clarification, and it becomes necessary to take a look at the "transportation package" which a business really buys when it is moving things from one place to another. This fact is now widely accepted and seldom questioned, as to personal transportation. Its acceptance as to the transportation of things has an ever growing acceptance, but not yet the general acceptance which will surely come. Those who have tested it know why this is true.

To illustrate, General Edwin R. Rawlings, Commander of the Air Material Command, U. S. Air Force, who has the responsibility of spending the biggest single item — $16 billion — of the world's biggest budget, is using airlift to speed the Air Force's supplies.

He has found that the dollars spent on communications and transportation come cheap. He is spending more money on both—but he's saving much more than he spends through reductions of inventory and manpower.

One example of how he has won big savings is the airlifting of jet engines to bases around the world. Until October, 1954, these engines were shipped by sea or over land to all Air Force bases. Slow transportation meant that many more engines — each costing around $200,000—had to be kept in inventory and fed into the supply lines.

(*Continued on Page 16*)

"AIRPORT TO AIRPORT ISN'T ENOUGH"

Shipper calls Delta air freight agent

. . . who records pickup request

. . . which is received by Air Cargo, Inc. truck dispatcher.

Within minutes of shipper's call, ACI truck is sent

. . . to shipper where freight is checked and airwaybill issued

. . . and consignment rushed to the airport.

"AIRPORT to airport isn't enough," says Al Caughey, superintendent of cargo sales, Delta Air Lines. It is the cartage agent (Air Cargo, Inc., in Delta's case) which provides the final link in door-to-door service. Which principle has led Caughey to stress these seven points to Delta cargo personnel:

1. "Be aware of the fact that every shipment diverted from our cartage agent serves to increase the total cost of air freight to our shipping customer."

2. "Always suggest pickup and delivery as an integral part of Delta's complete door-to-door air freight service."

3. "Unless otherwise instructed, always comply with Rule 2 (b) of the Official PU&D Tariff and automatically deliver all shipments."

4. "Suggest that the shipment might be picked up in every contact with shippers (telephone especially)."

5. "Unless otherwise instructed, al-

(*Concluded on Page 21*)

The unusual testing facilities of Package Research Laboratory answer the vital question:

HOW DOES YOUR SHIPMENT BEHAVE?

MERCHANDISE in transit never has it so good as when it is taking an air ride. Over and over again tests have proved the greater safety of airborne shipments because of the inherent smoothness of air transportation.

But this happy picture holds true from airport to airport only, regardless of whether separated by hundreds or thousands of miles. It's the surface ride to and from the plane that gives the shipment its roughest shocks. And it's that all-important element of handling—at the plant, at the warehouse, at the transport company's cargo shed, at destination—that can play hob with even the sturdiest item.

Getting that package before it is sent on its way is the business of Package Research Laboratory, of Rockaway, New Jersey. Set up to execute tests on packed products weighing up to five tons and multiple loads twice that weight, the lab boasts "facilities unmatched anywhere in the world." With that kind of material to work with, Package Research finds it relatively simple to gaze into the crystal ball and predict how individual units of freight, stacked containers, or unitized loads will fare under varying conditions of impact, vibration, and/or compression.

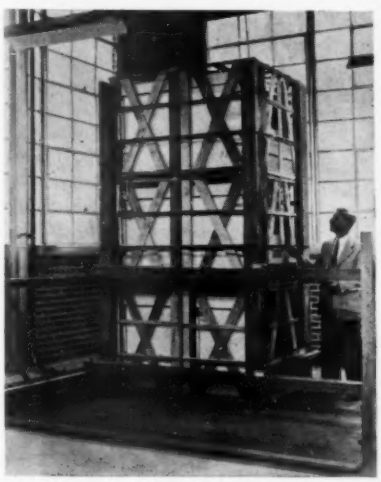
According to company executives, the new facilities were made necessary by "the increased demand for wirebound shipping containers to carry bigger and heavier loads." While they were built to serve manufacturers and users of wirebound boxes and crates, the lab has been made available for the testing of products in other types of containers, "whether these items are too big or too heavy for other laboratories."

Among the apparatus to be found at Rockaway is a specially designed, electrically driven incline impact testing device which will withstand a million pounds of impact. This piece of equipment, Package Research says, is the largest of its type in the world. Capacity of this machine is 20,000 pounds.

Another device is a 10,000-pound capacity vibration machine with a table area of 130 square feet. It will discover such inherent product weaknesses as inadequate welds, bolts without washers, and self-tapping screws which loosen. A single hour's testing is reportedly equal to 1,000 miles of transportation—surface, that is. The vibrator has an adjustable operation speed of from 1,500 to 300 rpms.

A drop-test pit of reinforced concrete can accommodate packed containers measuring 15 feet in length and weighing up to five tons from various heights. It is here where high stacking

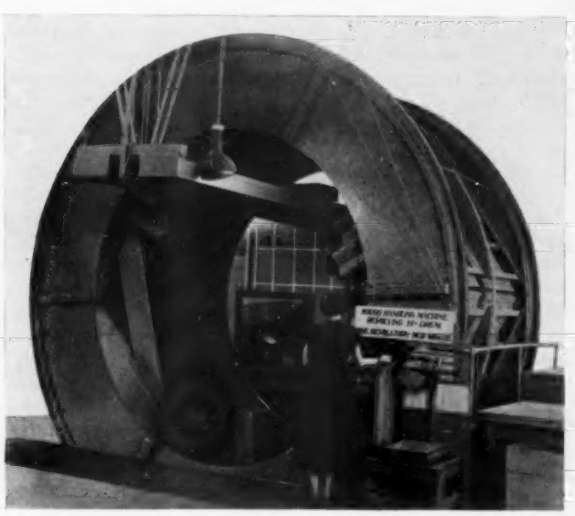
(*Concluded on Page 21*)



UNDERGOING the national safe transit test (right) on what is reputed to be the largest vibration testing machine are kitchen stoves stacked three high. An hour's testing is the equivalent of 1,000 miles of normal surface transportation.

•

PACKED containers weighing up to 600 pounds (below) are tested in this 14-foot rough handling machine. Revolving drum causes container to slide, tumble, fall freely, jar.



INCLINE impact tester, (left) the largest of its kind in the world, takes on three pallet boxes containing curved glass windshield for 1957 model automobiles. After rough test, windshields were found to be wholly undamaged.

INVENTORY CONTROL

(Continued from Page 13)

Now, by airlifting the engines, General Rawlings has cut inventory in half. One high Air Force officer reckons the saving that comes from this runs to about $1 billion. A civilian official of the Air Force figures the saving is even greater than that. These savings affect the tax payer.

There is a lack of of reliable data on inventory carrying costs and a seeming lack of interest in knowing what they are. The whole area of inventory control, as affected by transportation implications and possibilities, is largely an unexplored one. It justifies far more attention than it has thus far received.

Inventories

Let us, then, examine the subject of inventories, generally—that of inventory policy, and of inventory control objectives.

First, let us look at inventory policy. It may be said that a "sound inventory policy" is one which provides for an unimpaired and uninterrupted operation of the enterprise, with reasonable assurance against shortages, and safeguards against losses resulting from price fluctuations. If this is a fair statement of policy, then let us examine levels of inventory. We know that the dangers of excessive inventories are:

- Idle capital—capital tied up for too long—"hibernating" capital.
- Excessive costs of handling, storage, spoilage, obsolescence, taxes and insurance. The larger the inventory, the more handling, the more damage, spoilage and obsolescence.
- Possibility of price declines. Prices are dynamic—not static.
- An example to employees of wasteful management.

Conversely, we know that the dangers of inadequate inventories are:

- Unsatisfactory service to customers—you can't do business from an empty shelf.
- Possible disadvantages in purchase price and transportation costs of too small quantities.
- Excessive cost of internal purchase and office routine, follow-ups and customer adjustment methods.
- Excessive production costs of "short-runs," due to lack of materials.
- Labor problems resulting from irregular production which could be leveled out by means of larger inventories.

These are well recognized as generalities. Not so as specifics. Our policy, then, must be implemented by sound, dynamic procedures and objectives. What should these be?

1. To maintain the investment in inventory at the *lowest* point consistent with operating, sales and financial requirement of the enterprise. This can be made tangible and definitive. Every well run business must plan for tomorrow and this must be included in such planning.

2. To insure an adequate supply of the required kinds of raw material, parts, supplies, etc., to maintain the most efficient level of operations and to meet the demands of customers.

3. To disclose slow-moving, defective and obsolete goods.

4. To prevent loss through waste, change or pilferage.

5. To insure the actual existence of physical quantities and amounts shown on the inventory records.

6. To signal over-or-under conditions in relation to amount on hand and projected demands, taking account of delivery time from supply sources.

7. To maintain prices at the most economical level after considering projected requirements, storage facilities, and the effect on the selling price of the product.

8. To provide the basis for developing facts which will aid in the short and long-range planning.

9. To assure a sound and comprehensive basis for determining the cost of carrying inventory.

Harvard Study

Harvard Business School has just released a new study called *The Role of Air Freight in Physical Distribution.* (*See December, 1956 A.T.*)* I would like to summarize one of the case histories reported by Harvard.

Electro-Lab Company produces receiving, picture, and power electron tubes for home television sets, broadcasting, communications, industry, medical application and defense. Receiving tubes were chosen for study because (1) they were an example of an air transport candidate with low density; i. e., light weight, and high value. (2) Of the company's products, only receiving tubes for the replacement market moved a distance greater than 500 miles and were distributed through two regional warehouses.

There were approximately 1,600 different types of receiving tubes in use in television sets in 1955. Shades of standardization!

Electro-Lab Company had a product line of 354 tube types, of which 80 were manufactured by the company and 274 were purchased from other suppliers. The 80 tubes manufactured by Electro-Lab accounted for approximately 80% of its total sales volume of receiving tubes.

The Midwest region of the United States was served by a warehouse located in Chicago, and the Pacific Coast region was served by a warehouse located in Los Angeles. Tubes received at the Chicago warehouse were in individual cartons, packed for shelf stock, and needed no testing before entering the warehouse inventory.

Fig. I

Monthly Los Angeles Warehouse Expenses	
Rent	$ 6,144
Inventory Tax	5,251
Receiver Tube Testing	3,934
Insurance	149
Interest	3,547
Salaries	26,466
Travel	317
Entertainment	30
Office Maintenance	1,137
Printing, Stationery, Office Supplies	547
Postage and Mailing	662
Telephone, Telegraph, Cable	2,742
Maintenance Repair	560
Office Equipment, Replacement	637
Office Equipment, Rental	60
Special Sale	12
Employees Welfare	2,127
Health & Accident	355
Inventory Adjustment	1,412
Other Expenses	2,542
Total Warehouse Expense	**$58,631**

Quality Tests

However, tubes were shipped to Los Angeles in bulk, and final quality tests were made on each shipment upon arrival at the warehouse. After testing, the tubes were packed in individual cartons and placed in inventory. One reason executives gave for testing at Los Angeles and not at Chicago was that tubes were delicate; and although utmost care was taken in choosing packaging for shipment, damage occurred from jostling during the longer time required in transit to the West Coast.

Let's take a look at the expense of the Los Angeles warehouse. These were found to amount to $58,631 monthly (*Fig. I*).

Similar expenses at the Chicago warehouse amounted to $55,302 monthly. Thus, Electro-Lab's total warehousing costs at Los Angeles and Chicago totalled $113,933 monthly or $1,367,196 annually.

The Harvard study uncovered three

*The study, initiated in 1953 by Emery Air Freight Corporation, was in two phases. The first phase found American Airlines, Trans World Airlines, and United Air Lines joining Emery as sponsors. Emery alone underwrote the second and final phase.

"hidden" items that the company was allowing to slip by, uncounted as warehouse expenses. Electro-Lab Company did not charge as warehouse expense the premiums paid for insurance on average inventory (*Item 4, Fig. I*).

Neither did it include interest on capital invested in inventory (*Item 5, Fig. I*). These two expense items were computed by Harvard and added to the list of expenses itemized by the company.

In computing Item 5, Harvard took the average inventory of 2,076,000 units valued at $851,000. Interest on this capital invested at 5% totals $3,547 per month.

Third Hidden Item

The third "hidden" item—not shown in Fig. I—is the monthly transportation costs of replenishing inventory.

If the costs of insurance, interest on capital invested in inventory, and transportation are included in the total cost of distribution, the cost of the Los Angeles warehouse was understated in the company's figures by $6,563 per month. The company was understating the cost of their Chicago warehouse by $15,359 per month.

The effect of understating distribution costs to the warehouses would not be reflected in the profit and loss statement of the company, as total cost was recorded, but a recognition of such understatement could have an effect upon planning the establishment of, and the budget for maintaining the field warehouse.

Restocking orders required 16 days to Chicago and 22 days to Los Angeles for planning minimum and maximum inventory levels. The replenishment cycle included: three days at the field warehouse for paper work, placing and mailing an order; five days at the plant warehouse for selecting, packing, and shipping an order; eight days in transit to Chicago, and 14 days in transit to Los Angeles.

The time in transit was based on intercity truck service to Chicago and on rail freight forwarder service to Los Angeles.

The supervisor of traffic maintained records of total transportation expense per month by kinds of transportation. However, the records did not break down transportation expense by destination.

The cost of transportation to replenish inventory at the Chicago and Los Angeles warehouses was recorded by the company as part of total transportation expense and *was not recorded as an expense of operating the warehouses.* It was estimated by Harvard that cost of transportation to replenish inventory averaged $6,795 per month for the Chicago warehouse and $2,967 per month for the Los Angeles warehouse.

Now let's see what effect air transport could have on this picture. If air transportation is used, transit time can be reduced; the change in transit time will affect the replenishment cycle; the change in the replenishment cycle will affect the levels of inventory required; the change in inventory levels will affect costs. On the other hand, the use of air transport will increase the transportation expense by the amount of the rate differential between surface and air transportation.

The company delivered receiving tubes to the Los Angeles warehouse via rail freight forwarding service, calculating 14 days for transit time. If air transport were used, transit time to Los Angeles could be reduced to four days. Second morning delivery was the average by air, so this estimate is a conservative allowance. This schedule could be maintained by any westbound flight, after allowance for unforeseen delays. Thus, use of air transport could reduce transit time to the Los Angeles warehouse by 10 or 12 days.

Similarly, if air freight were used to Chicago, the replenishment cycle would be 10 days, a reduction of six days.

Electro-Lab Company had planned minimum and maximum inventory levels for all tube types at the field warehouses of 60 days and 90 days respectively.

Safety Factors

How much inventory reduction could be obtained if air transport was used, instead of surface transportation only, depended partly upon how large a safety factor is included. Factors considered by Electro-Lab Company in setting the safety factor were (1) "about two to three months' pipeline needs" and (2) "manufacturing plans." Harvard felt that the safety factor could also be reduced, for:

- Pipeline needs would be less, because the replenishment cycle would be shortened if air transport was used, and that the "two-to-three-month" allowance was based more on historical industry practice than upon need.
- Manufacturing plans could be given less weight, because the production flow from factory to plant warehouse would regain equilibrium after the initial five- or six-week adjustment period reaching lower inventory levels. Or it could be easily accomplished during the vacation stoppage.
- The adjusted minimum level for each of the warehouses provided a margin of safety for a substantial increase in sales.

To determine the effect on minimum and maximum inventory levels that air transport might have, the rate of sales per day at the warehouses had to be ascertained. Actual sales in units per month for all tube types were analyzed. The month having the lowest unit sales, the month having the highest unit sales, and the average monthly sales for the period were each divided by 22, the number of selling days per month. The actual monthly averages were within 10% of the new figures developed.

Therefore, minimum inventory level at the Los Angeles warehouse could be reduced from two months to 23 days and the maximum level reduced from three months to 37 days. Similar reductions could be made at the Chicago warehouse.

The use of air transportation, reducing transit time and making it possible to reduce the inventory level would have this effect: *Chicago inventory reduced 65%; Los Angeles inventory reduced 56%.*

Building Up Savings

Let us build up these savings in chart form. By reducing our inventory 65% in Chicago and 56% in Los Angeles, the most obvious savings is in rent (*Fig. II*).

The next item is: *State taxes on inventory*—An immediate saving in warehouse expense would accrue from reduction of taxes paid on inventory.

The 1955 tax for the Electro-Lab warehouse in Illinois was $41,520 or $3,460 per month, and for the California warehouse was $63,012 or $5,251 per month. Assuming a reduction in taxes in accordance with the reduction in inventory, a savings would accrue of $2,249 per month for the Chicago warehouse and $2,940 per month for the Los Angeles warehouse.

The third item we can eliminate is testing of tubes after they arrive in Los Angeles, because with the more careful handling of freight by trained specialists, and the elimination of the jarring, jolting, stopping and starting of surface transport, the testing will no longer be necessary. This means we can save $3,934 monthly at Los Angeles.

Fig. II
Savings in Warehouse Expense

Monthly Savings:	Chicago	Los Angeles	Total
Rent	$2,682	$2,458	$5,140
Taxes	2,249	2,940	5,189
Tube Testing	.....	3,934	3,934
Insurance	224	84	308
Interest	5,332	2,009	7,341
Total per Month	10,487	11,425	21,912
Annual Savings	$125,844	$137,100	$262,944

(*Continued on Page 20*)

Shakespeare's gett
in Alaska...by shi

NWA's DETROIT CARGO EXPERT Red Fairweather (right) gets a sneak preview of Shakespeare's amazing new push-button WonderCast Reel from Art Harrison, Shakespeare's Export and Military Sales Manager. There's an NWA Cargo Expert like Red near you. Let him help you with your shipping and packaging problems.

tting the business
nipping Northwest

NWA's 1-airline service to Alaska saves America's leading fishing tackle manufacturer weeks in shipping time... at rates comparable to premium surface transportation

Shipping to Alaska? Boost your company's profits. Follow the lead of Art Harrison, Export and Military Sales Manager of the Shakespeare Co., Kalamazoo, Michigan.

Art has been using Northwest Air Cargo to Alaska for almost a decade. He's found that NWA's 1-airline service—the only 1-airline service to Alaska from major cities coast-to-coast—saves four to six weeks shipping time . . . eliminates warehousing . . . means quicker turnover . . . reduced inventories . . . fewer markdowns.

And NWA's efficient ground handling saves packaging costs, too. Now, instead of using expensive wooden crates lined with waterproof paper, Shakespeare uses inexpensive cardboard cartons—saving up to $30 a case. And the cardboard cartons mean far less unproductive weight and cube.

You'll find the cost of NWA Air Cargo to Alaska is just about the same as premium surface and sea transportation. And when you take the time savings—and all the advantages that go with it—it's easy to see why smart shippers like Shakespeare's Art Harrison use Northwest Orient Airlines Air Cargo.

31 years of superior Airmanship

NORTHWEST
Orient AIRLINES

ONE PHONE CALL • ONE AIRWAY BILL • ONE RESPONSIBILITY

INVENTORY CONTROL

(Continued from Page 17)

Insurance—Insurance was written on an all-risk basis and the premium was based upon the valuation of inventory. Therefore, the reduction in inventory would result in a saving of insurance premiums of $224 per month for the Chicago warehouse and $84 per month for Los Angeles.

Now, finally, let's get to the biggest item of all. The total released capital from both warehouses would amount to $1,761,884 annually. If a 5% interest rate is assumed, there would be a gross savings in interest of $7,341 per month or $88,095 per year.

And the $1,761,884 of released capital on a nonrecurring basis would be available for use by the company as working capital. It is important to emphasize that working capital is the circulating capital related to the scope of the business enterprise. The higher its ratio to total capital, generally, the greater the profits and the lower the prices of the products or services of the business.

Harvard did not include any cost for obsolescence or deterioration of tubes that might occur. If Electro-Lab Company carried a large inventory of a tube which had been redesigned, for instance, obsolescence of the old tube inventory would be significant. The smaller the tube inventory carried by Electro-Lab Company, the lower the obsolescence cost.

Fig. III

Los Angeles Transportation Cost

	Surface Freight Forwarder	*Air Freight*
Weight (pounds)	11,250	11,250
Rate per 100 pounds	$ 9.57	$ 27.62
Cost per shipment	$ 1,077	$ 3,107
Total cost per month	$ 2,154	$ 6,214
Total cost per year	$25,848	$74,568

Another important consideration omitted was the labor force. With such substantial reductions in inventory, it is quite probable that a manpower saving would also result.

Still another saving not considered is the capital tied up in transit. On average shipments by Electro-Lab, this amounts to $55 per day on items going to Chicago and $25.62 per day on items going to Los Angeles. If this money were invested at 5% interest, it would earn $530 per month.

Up to this point, calculations have been made to show that savings are possible through the reduction in inventory. However, the cost of obtaining these savings has not been considered.

Surface vs. Air Costs

Let's compare surface and air transport costs. Our next chart uses the Los Angeles warehouse for illustration (*Fig. III*). Similar costs prevail at Chicago.

The total annual transportation cost of restocking the Chicago and Los Angeles warehouses would rise from $49,676 to $124,752, an increase of $75,076 in transportation costs.

Now, let's subtract this higher cost of air transportation from the savings it will allow us to make.

	Chicago	Los Angeles	Total
Annual Savings	$125,844	$137,100	$262,944
Less Increased Freight	—26,356	—48,720	—75,076
Net Annual Savings	$ 99,488	$ 88,380	$187,868

Even with transportation costs increased, the company would still realize an annual net saving of $187,868.

Considering that the total annual warehousing cost of the company was $1,367,196, this represents a saving of 13.7% on warehousing. Instead of turning over its inventory only 3.7 times annually, its turnover could have increased to 10.5 times annually.

And let's not forget that the company had an additional $1,761,884 working capital that could have produced an additional profit of substantial amount. Or, it could conduct the same volume of business with a reduction of $1,761,884 in invested capital!

Six observations drawn from the Harvard study are:

1. Some successful companies, marketing on a national scale, operate without any warehouses.

2. Many companies are now reappraising their warehousing practices.

3. Warehousing tends to inject a degree of rigidity into a distribution system because once a warehouse is established, it is not easy to discontinue it.

4. Whether an established warehouse is profitable is frequently difficult to measure, particularly when no alternative to their use has been attempted or examined.

5. Warehousing costs are increasing.

6. The establishment of new warehouse facilities is very often determined upon with little or no reference to the judgment of those outside of the sales department itself, and seldom with any consideration of the attendant cost.

Study's Conclusions

Some conclusions from the Harvard study were:

1. There is an increasing interest in and awareness of the possibilities inherent in the use of air transportation.

2. There is great need for a re-thinking of the place of transportation in business operations.

3. The field of physical distribution has, generally speaking, been neglected by business management, but offers many rewards for those who will re-examine it.

4. Top executives of many industrial companies still look upon the traffic function as a narrow, routine one, rather than in the broader light of its potential contribution to procurement and to distribution, and to more efficient and economical conduct of the business.

5. The exploration of the potentialities of using air transportation in a business frequently serves as a "trigger" to set off re-examination of a business area which holds many possibilities for improvement.

To attribute to air transport all the potential savings in this case which I have discussed would be unrealistic. A main source of savings undoubtedly

lies in shortening the delivery time and adjusting scheduling and size of orders to a planned transportation service. No doubt some of these would be available without shifting to air. The first moral of the story, however, is that the investigation of the use of air was the catalyst which brought these to light. The second is that the speed of air did give the company opportunity to reduce inventory and gain savings.

It may do so for your company—given the opportunity. • • •

AIRPORT ISN'T ENOUGH

(*Continued from Page 14*)

ways include the cost of cartage agent delivery on prepaid shipments."

6. "Get to know your cartage agent. Let him know that you consider him a member of the Delta family and that you are aware of his load factor needs."

7. "Remember, the people who fly—ship. And the people who ship—fly. They are both important Delta customers." • • •

SHIPMENT BEHAVE?

(*Continued from Page 15*)

tests also are conducted to determine the extent of overhead weight a container can sustain with safety.

Three copper-lined, walk-in conditioning rooms, where temperatures can be regulated automatically from 50° F to 175° F, humidity from 50% to 100%, can simulate arctic, tropical, or outdoor conditions as desired. Overhead nozzles allow the distribution of a fine, even spray of water at the rate of one inch every 30 minutes.

Rough handling is duplicated in a 14-foot revolving drum which operates at 1 rpm. This will accommodate packages weighing up to 600 pounds.

How will containers stand up under pressure? A 10,000-pound compression machine is on tap to apply gradually increasing pressure on containers up to 10 feet long. Other types of equipment evaluate flexural strength, stacking ability, wire tensile strength, and nail or staple holding power. • • •

CAB RULING

(*Continued from Page 8*)

that "in its original decision, the Board was of the view that this action, coming four years after the enactment of the Civil Aeronautics Act, indicated a congressional belief that Section 412 authorized Board approval of rate agreements between forwarders and direct air carriers."

The second supplemental opinion and order continues:

"The opponents of DR-75 attack this reasoning, contending, *inter alia*, (1) that in the 1942 amendment, Congress did not give any real consideration to whether air forwarders and direct air carriers should be permitted to enter into preferential rate agreements, but rather was considering legislation dealing primarily with surface forwarders and merely wished to leave undisturbed the existing relations between forwarders and direct air carriers in a situation where there were differences of opinion as to the nature of those relationships; and (2) that Section 412 cannot legalize rate preferences and discriminations which would otherwise be unlawful under the Act.

"On reconsideration, we have concluded that the opponents of DR-75 have the better argument. The contention that Congress intended to grant preferential rate status to freight forwarders merely by making them subject to regulation as "air carriers" is not persuasive, especially in the absence of any indication in the history of the Civil Aeronautics Act of a legislative desire to overturn the firmly established rule that for rate purposes, forwarders are to be treated as shippers in relation to direct carrers. The 1942 amendments and the related legislative history at best show what Congress assumed to be the relationship of air freight forwarders and direct air carriers under the Civil Aeronautics Act, a matter with which Congress was not directly concerned.

"We therefore conclude that Section 412 does not authorize us to approve agreements between forwarders and direct carriers embodying rates which would otherwise violate rate-making provisions of the Act. We need discuss only briefly the contention of the forwarders that Section 404 (a) authorizes the filing of joint rates by underlying direct air carriers and forwarders. The contention parallels in its essentials the argument based on Section 412, and falls for the reasons set forth above. The joint rate theory contains a further defect noted in our original opinion, in that joint rates require participation by connecting carriers operating through routes, a factual situation not present in the forwarder operation.

"Having determined that the special machinery of neither Section 412 agreements nor Section 404 (a) joint rates are available in this situation, we turn to the question of whether special rates may be established by our normal tariff procedures under Section 403 (a). The direct carriers and Bureau Counsel contend that rate concessions to freight forwarders are *per se* unjustly discriminatory or unduly preferential, and are therefore illegal. Reduced to its simplest terms, the argument is that forwarders, while carriers in relation to the public, are shippers in relation to the direct carriers. Thus, for purposes of determining the rates forwarders must pay to direct carriers, the forwarder is in no different position than are shippers generally. Specifically, rates charged to forwarders may not be unjustly discriminatory or unduly preferential or advantageous as compared with rates charged to the general public. It is urged that a substantial body of law establishes the proposition that forwarders may not receive rate concessions, since such concessions would amount to prohibited discrimination or preference.

"At the outset it should be emphasized that no specific rate concessions are before the Board for approval, although there is evidence, both pro and con, bearing generally upon the question of the economic justification for such concessions. The issue here is whether or not the Board should hold as a matter of law that any

preferential rate to freight forwarders is illegal.

"It is true that in other fields of transportation, regulatory agencies, particularly the ICC, have struck down rate preferences to forwarders, and that these decisions have been upheld by the courts. However, these cases are by no means decisive of the issue before the Board. The most that they stand for is the proposition that preferential rates must be justified in terms of significant differences in cost, service, or other relevant factors, and in the absence of such justification the rates cannot be sustained. We conclude that special rates for forwarders are not necessarily unlawful, but become so only if reasonable justification is lacking.

It has been argued that, even though special rates for forwarders might, under some circumstances, be lawful, such rates should nevertheless be prohibited in advance on policy grounds. However, the record before us does not convince us that we should depart, in this instance, from the statutory rate-making procedures which provide for the filing of tariffs to suspension if we have reason to believe that they are discriminatory or otherwise unlawful. It is to be noted that, if special rates are proposed at some time in the future, the facts regarding the services performed by forwarders for direct carriers and the traffic generated by them may be markedly different from those disclosed in this proceeding. But so long as a prohibitive regulation stands, special rates would be outlawed. Thus, as a prelimiary to a mere filing of such rates another rule-making proceeding might be required before the Board could consider the merits of the specific proposal. A prohibitive regulation would therefore appear premature.

"Accordingly, we will not at this time attempt to prevent direct air carriers from filing special rates for forwarders. As previously noted, any such rate will be subject to the anti-discrimination and other rate-making provisions of the Act. In view of the foregoing, proposed Part 263 will not be adopted."

U.S.-MEXICO

(Continued from Page 6)

Mexico to United States

Mexico City-Washington-New York.
Mexico City-Chicago, via intermediate points in Mexico.
Mexico City-Los Angeles, via intermediate points in Mexico.
Mexico City-New Orleans, via intermediate points in Mexico.
Mexico City-Miami, and beyond, via intermediate points in Mexico.
Mexico City-San Antonio, via intermediate points in Mexico.
(On additional route pending.)

Both governments agreed "not to designate, for the present, more than one airline for each route." Further, "an airline designated by either country may, at its discretion, omit stops on any of the routes specified on any or all flights."

The Civil Aeronautics Board has designated three airlines to serve: Pan American World Airways, Eastern Air Lines, and Western Air Lines. Eastern will operate between New Orleans and Mexico City. Pan Am will continue the three routes it has been operating on a temporary basis: from New Orleans to Mérida and beyond; and from Miami and Houston. Western will operate from Los Angeles to the Mexican capital. At this writing there was no decision as to which carriers would operate the important New York-Washington-Mexico City and Chicago-Mexico City routes. The latter run will go to either American or Braniff.

JAPAN AIR LINES

(Continued from Page 6)

Bangkok-San Francisco link would expand to a complex of routes serving such key cities as Tokyo, Peking, Moscow, London, New York, Los Angeles, Seattle, and San Francisco.

The airline, he said, will build up its fleet at a steady pace. Thirty-three transports, including DC-8 jets, will be in operation by 1966, Kojima said. Transpacific flights have been increased to five a week, moving up to six a week soon. Los Angeles is to be added to the route, taking half of the flights going via San Francisco.

Air Express International: With the recent inauguration of service to Memphis, Birmingham and Atlanta, AEI expanded its domestic network to 80 cities. Reported goal of the big indirect air carrier is a 100-city complex in the United States. Alvin B. Beck, vice president, revealed that the company's present service at New Orleans is undergoing expansion through the addition of the local Capital Airlines office as a sales agency. He pointed out that the joint program with Capital will make each new city "a direct export gateway." Cargo

sales manager for Capital is Guy M. Springer, Jr.

Despite the increase in transatlantic airline cargo rates which went into effect at the beginning of the year, Beck indicated that AEI is not basically increasing its own rates for this run. On the contrary, he pointed out that only a few adjustments were made in AEI's new tariff schedule that "the adjustments in many places amounted to reductions." The new tariff includes two additional weight breaks in the general commodity class. The new schedule, at under-airline rates, includes rates for shipments under 25 pounds, 25-50 pounds, and over 100 pounds.

Hermes International Forwarding Company, with headquarters in Athens, Greece and a branch office in Salonika, has been appointed an agency of AEI. Hermes will handle delivery to Greek consignees of air shipments originating in all parts of the world.

Emery Air Freight Corporation: Plaudits for James McAdam, assistant vice president-sales and advertising manager, who has been selected by the Association of Advertising Men and Women as the Outstanding Young Advertising Man of the Year. The sixth such award presented by the Association, it was given to McAdam for consistent advertising which played an important role in the growth of the company. A few months ago John C. Emery, president, accepted for the company the National Association of Investment Clubs' Growth Company Award for 1956 for a "dramatic example of American free enterprise, dynamic sales and earnings growth, and excellence of products and public relations."

McAdam
Award Winner

McAdam, himself, reached his current level the proverbial hard way. Starting with Emery 10 years ago as the then infant company's one-man Pittsburgh station, he established for himself an exceptional reputation as a salesman. When Emery decided to set up a full-time advertising department, McAdam was tapped for the job of managing it despite his lack of previous experience or specific training. It was felt by Emery executives, however, that McAdam, who had been one of the pioneers in selling a brand new air service with a rate which at that time was the highest ever charged in the transportation industry, was adequately supplied with practical knowledge to ferret out the best means of selling the company's service. In this regard, McAdam worked closely with Emery's advertising counsel, J. M. Mathes, Inc., from which source he picked up the technical knowledge he now possesses.

A graduate of Pennsylvania State University, McAdam, at 37, has successfully made the Horatio Algerish leap from a school music supervisor (in pre-Emery days) to the Outstanding Young Advertising Man of the Year.

Customs Brokers & Forwarders Association of America, Inc.: With the acceptance of 76 associate member firms, located principally throughout Europe, world-wide membership in CBFAA has expanded to more than 500, Martin A. Kerner, president, revealed. It is understood that a substantial number of additional firms are undergoing screening at the present time, with most of them due to be enrolled in the near future.

COMMERCIAL AIRCRAFT

A specially modified Lockheed *Super Constellation*, carrying the *Electra* propulsion system, performed last month what was described as "a highly successful first flight." The big plane carried in its right outboard position a General Motors Allison Division Model 501 propjet engine, with an Aero-products 606 four-bladed propeller. This system was teamed with three conventional engines. Lockheed reports that the current phase of development work on the *Electra* powerplant mounted in the laboratory airplane will continue through the next six months. The test flight was part of a Lockheed-Allison program to amass approximately a half-million hours of engine-propeller experience prior to the first commercial flight of the *Electra*.

Cleaned up aerodynamically and powered by stronger engines, the newly announced Riddle T-category version of the C-64 *Commando* has been brought up to a cruising speed of 235 miles per hour and a take-off weight of 49,900 pounds. This development has increased the C-46's speed by 40 miles per hour and its payload by approximately one ton. (*See Cover.*)

Hailed by John Paul Riddle, president of Riddle Airlines, as a better, safer, greater money-maker than the present C-46, he indicated that the modified plane's cost per ton-mile will be 15% to 20% lower. The Riddle version of the Curtiss plane "will be with us for another 10 to 15 years,"

(*Continued on Page 25*)

The numbered paragraphs below correspond with the numbers appearing in the coupon in this department. To order one or more pieces of literature, or other types of materials, at *absolutely no charge to you or your firm*, just encircle the corresponding number in the coupon, fill in the required information and mail it in. *Air Transportation* will do the rest of the job.

7 *How to Operate a Lift Truck*, an informative 24-page, two-color booklet which utilizes the cartoon technique to provide information on lift truck operation. Drawings for setting up an obstacle course are also included.

8 Illustrated chart which describes the most efficient methods of handling expendable pallets of wood or non-wood construction. Designed for use by shipping room and loading dock personnel. Includes numerous money-saving instructions for loading boxes on pallets, handling pallets by fork trucks and hand pallet trucks, and both truck and carloading methods.

9 New four-page folder illustrating and describing Elwell - Parker's Safe-Hite electric-powered 2,000-pound capacity fork truck.

10 BOAC's Air Cargo Memorandum Tariff No. 4, detailing latest transatlantic general and specific commodity rates. Includes such information as insurance, valuation charges, COD shipments, export documentation, etc.

11 Figuring on going to France? Here's an excellent 48-page booklet, *Almanac for Tourists in France*, profusely illustrated with photos and drawings, and loaded with practical information, including a map of the country.

12 Descriptive booklet on Yale & Towne's Push-Pull Loader with Integral Sideshift which is used for palletless materials handling.

13 Here's another amusing brochure on the services of REA's Air Express Division—*Confessions of a Reformed Grouch.*

14 *A New Concept in Partnership for Security*, by Stuart G. Tipton, president, Air Transport Association—a discussion of airlift for national security.

15 Illustrated folder describing a manufacturer's complete line of tackers and staplers for the packing and shipping industry.

16 New brochure describing a firm's custom-engineered interior packaging for industrial applications. Includes electronic components, hardware, pharmaceuticals, paper products and components, chemicals, food and candy, ceramics, plastic, and rubber products.

17 Air Express International's newly revised folder featuring Consular Documentary Requirements and Charges, including Commercial Invoice Declarations.

18 Users of electric industrial trucks will be interested in receiving information on a newly developed battery claimed to give a substantial amount of increased power in the same cube space, thereby making it the lowest cost battery to own and operate.

19 Memo Cargo Tariff of Pan American World Airways, including routing guides, documentary requirements, list of foreign consulates in the U. S., size limitations for packages, conversion table, etc.

20 Folder describing the interline freight services of Swissair and United Air Lines.

21 Series of bulletins covering the complete line of a manufacturer's four-wheel magnesium trucks. Presents detailed descriptions and specification data on platform trucks, trailer trucks, box trucks, towveyor trucks, etc.

23 *Mechanical and Hydraulic Hand Lift Trucks*, a 16-page basic book on the selection and use of hand lift trucks. Included are schematic diagrams of how the single-stroke mechanical, multi-stroke mechanical, and the hydraulic hand lift trucks operate. Skid-type trucks and skids, paliet-type trucks and pallets, and general factors in the selection and operation of hand lift trucks are also covered.

24 Six-page brochure, fully illustrated, highlights operating and maintenance features, specifications and dimensions of the new Clarklift-40 fork truck of 4,000 pounds capacity.

25 *How to Ship More Economically in Corrugated Boxes*, an excellent 24-page publication which takes the reader from original package design to final product shipment. This is a revision of a previously issued booklet.

26 Twenty-page booklet illustrating Nutting's line of trailers, drag-line trucks, dollies, jacks and skids, wagon trucks, barrel-handling equipment, two-wheel trucks, four-wheel platform trucks, special duty trucks, and casters.

27 *How to Streamline Your Shipment Addressing for Speed and Economy*, a new 16-page booklet of particular interest to those concerned with addressing multiple shipments. Illustrates and describes seven modern systems for speedy, economical addressing of labels, tags, and cartons.

28 New Cargo Memorandum Tariff of Sabena Belgian World Airlines, covering both general and specific commodity rates.

29 *German Trade Fairs*, a handsomely illustrated booklet providing complete information on West Germany's Spring and Fall trade fairs.

30 Sample copy of the *American Import & Export Bulletin*, well-known monthly magazine for international traders.

New Items This Month

It is the policy of the editors to retain each *Come 'n' Get It* item for a period of three months.

The items added this month are numbers 23 to 30 inclusive.

57-4

AIR TRANSPORTATION
10 Bridge Street, New York 4, N. Y.

Gentlemen:

Place a circle around each of your selections.

Please send the free literature indicated below to the following:

NAME .....

TITLE .....

FIRM .....

ADDRESS .....

CITY .....ZONE .....STATE .....

■	■	■	■	■	■	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	■
23	24	25	26	27	28	29	30	■	■	■

Has there been a change in your address, department, or title?

Guarantee uninterrupted delivery of your copies of *Air Transportation* by notifying us at once of any immediate or pending change. The coupon below may be used.

Air Transportation
Att.: Circulation Dept.
10 Bridge Street
New York 4, N. Y.
Gentlemen:

Please alter your circulation records as follows:

FIRM NAME .....

YOUR NAME .....

TITLE .....

ADDRESS .....

CITY .....ZONE...STATE.....

EFFECTIVE DATE .....
(Please fill every line)

COMMERCIAL AIRCRAFT

(Continued from Page 23)

the cargo airline president predicted. He stated that all of the company's 32 C-46s will be thus modified.

The improved plane—it is called the C-46R—the result of a two-year research and development program on the part of Riddle Airlines, was first flown on March 10, 1956. It was test-flown by Carlton Smith, chairman of the Safety Committee of the Airline Pilots' Association. Riddle Airlines will modify C-46 aircraft and license other companies to do similar work under Riddle supervision. It is understood that a franchise agreement has been signed with an Italian company which will perform conversion, for European C-46 operators.

According to TWA, its new *Jetstream Starliner* will bow into service July 1. The Lockheed transport, with a wingspan 27 feet longer than that of the *Super G Constellation,* will fly up to 6,300 miles nonstop with payload and fuel reserves. The airline will receive 25 such aircraft this year. Touted as the "ultimate in piston-engine plane development," TWA officials are looking upon it as a bridge between the conventional air transport of today and the jet transport of tomorrow. It will be in operation on the airline's domestic and international routes.

Resort Airlines is scheduled to deliver the first of its two Model 1049H *Super Constellation* passenger-cargo transports from Lockheed next month. The plane will be able to carry 21-ton payloads at 335 miles per hour. Resort receives its second 1049H in June.

Air France, which previously had ordered 10 Boeing 707 *Intercontinental* long-range jets, has put through an order for seven more, thus bringing to 17 its jet fleet-to-come. Delivery begins in 1959.

Southwest Airways, local service airline with headquarters at San Francisco International Airport, has placed an order for three Fairchild F-27 propjet transports. Currently operating a fleet of DC-3s and Martin 202s, Southwest plans to replace the DC-3s with the F-27s. According to Fairchild, the Southwest order brings to more than 60 the number of F-27s on order by airlines in the United States, Canada and South America. In addition, carriers have taken options on 29 additional transports of this type.

Catalina Airlines has become the first domestic airline to purchase the four-engine F-1 *Safari* transport. Catalina has taken an option for two more. Four other air carriers previously entered orders for the aircraft. Jack Frye, president of The Frye Corporation, recently signed a conditional contract with Grumman Aircraft Engineering Corporation for manufacture of the *Safari.*

Eight foreign and domestic airlines as well as one corporate customer have placed orders for 21 more Convair *Metropolitan* 440s. These have increased the total number of *Metropolitans* sold the last 18 months to 146. Seventy of these have been

(Concluded on Page 34)

AIR SHIPPING ★★★

[REG. U. S. PAT. OFF.]

International Airline Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served direct by carriers, or by transhipment aboard aircraft of the same company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

ANC—Anchorage
BAL—Baltimore
BGR—Bangor, Me.
BUJ—Beaumont, Tex.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHS—Charleston, S. C.
CHI—Chicago
CVG—Cincinnati
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
DEN—Denver
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
BDL—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HNL—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
JAX—Jacksonville
MKC—Kansas City, Mo.
KIN—Kingston, Jam.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MSP—Minneapolis-St. Paul
MOB—Mobile
YML—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
ORF—Norfolk
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
OMA—Omaha, Nebr.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
PVD—Providence
YOY—Sydney, N. S.
STL—St. Louis
PIE—St. Petersburg
SLC—Salt Lake City
SAT—San Antonio
SFO—San Francisco
SAV—Savannah
SEA—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
YTO—Toronto, Ont.
YVR—Vancouver, B. C.
DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AS—Aerovias Sud Americana
AV—Avianca
B—Braniff International Airways
BO—British Overseas Airways Corp.
BZ—Brasilian International Airways REAL System
D—Delta Air Lines
E—Eastern Air Lines
EL—El Al (Israel Airlines)
I—Icelandic Airlines
IB—Iberia Air Lines of Spain
J—Japan Airlines
K—KLM Royal Dutch Airlines
LI—Linee Aeree Italiane (Italian Airlines)
LH—Lufthansa German Airlines
LV—Linea Aeropostal Venezolana
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Panagra
Q—Qantas Empire Airways
R—Riddle Airlines
RN—RANSA
S—Sabena Belgian Airlines
SS—Scandinavian Airlines System
SW—Seaboard & Western Airlines
SR—Swissair
T—Trans-Canada Air Lines
TA—TACA International Airlines
TL—Transocean Air Lines
TN—TAN Airlines
TW—Trans World Airlines
U—United Air Lines
V—VARIG Airlines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

FREIGHT OVER 1,000 POUNDS—Apply to airline for rates.

TRANSPACIFIC FREIGHT: Apply to airline for lower rates for shipments of over 440 pounds.

AF: Valuation charge is applicable only on shipments equal to or more than $7.49 per pound.

L: Shipments of less than 22 lbs. are sent air express.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

* This involves onward carriage by another airline.
** Per $100 (Canadian Currency) value, pro-rata.
‡ Minimum charge for this shipment is that for 25 lbs.
^ Rate of 25 lbs. or less.
▾ Minimum weight 50 lbs.
● Per hundredweight.
† Minimum charge per shipment $3.00.
†† Minimum charge per shipment $4.00.
‡‡ Minimum charge per shipment $7.00.
∮ Minimum charge per shipment $8.00.
c Canadian Currency.
df Daily freighter service.
m Minimum charge under 100 lbs.
tm Truck to Miami.

Destination	Airport and Airline		RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Aalborg, Denmark	IDL	SS	1.31	.93	.40	Dly
"	LAX	SS	1.57	1.24	.40	Dly
Abadan, Iran	IDL	SS	2.12	1.59	.40	T,Th
"	BOS	BO	2.10	1.58	.40	.....
"	YML	BO	1.96	1.47	.40	.....
"	IDL	BO	2.12	1.59	.40	.....
Abidjan, Ivory Coast	IDL	AF	1.91	1.44	.40	T,Ss,M,W
"	BOS	AF	1.90	1.42	.40	Sa
"	CHI	AF	1.97	1.49	.40	W,Sa
"	YML	AF	1.87	1.41	.40	W,Sa
Accra, Br. Gold Coast	IDL	BO	1.91	1.44	.40	Dly
"	BOS	BO	1.90	1.42	.40	Th,Sa
"	IDL	P	1.91	1.44	.40	Th
Accra (Cont'd)	BOS	P	1.90	1.42	.40	Th
"	CHI	P	1.97	1.49	.40	Th
Addis Ababa	BOS	BO	2.32	1.74	.40	Th,Sa
"	NYK	BO	2.34	1.75	.40	Dly
"	BOS	BO	1.90	1.42	.40	Th,Sa
"	IDL	BO	1.91	1.44	.40	Dly
"	YML	BO	1.79	1.34	....	.....
Aden, Aden	IDL	BO	2.32	1.74	.40	Dly
"	BOS	BO	2.30	1.73	.40	Th,Sa
"	YML	BO	2.26	1.70	....	.....
Ahmedabad	IDL	BO	2.59	1.96	.40	Dly
"	BOS	BO	2.57	1.95	.40	Th,Sa
Ajaccio, Corsica	IDL	AF	1.34	1.00	.40	Dly except Sa
Ajaccio, (Cont'd)	BOS	AF	1.32	.99	.40	Sa
"	CHI	AF	1.39	1.06	.40	W,Sa
"	YML	AF	1.30	.97	.40	W,Sa
Alghero, Italy	IDL	LI	1.47	1.10	.40	Dly
"	BOS	LI	1.45	1.09	.40	M,W
Algiers, Algeria	IDL	TW	1.39	1.04	.40	F
"	IDL	AF	1.39	1.04	.40	Dly
"	BOS	AF	1.37	1.03	.40	Sa
"	CHI	AF	1.45	1.10	.40	W,Sa
"	YML	AF	1.35	1.01	.40	W,Sa
"	CHI	TW	1.45	1.10	.40	F
"	PHL	TW	1.41	1.06	.40	F
"	MKC	TW	1.47	1.10	.40	F
"	LAX	TW	1.66	1.30	.40	Th
"	IDL	BO	1.39	1.04	.40	Dly
"	BOS	BO	1.37	1.03	.40	Th,Sa
Amman Trans-Jordan	IDL	BO	1.87	1.40	.40	.....
"	BOS	BO	1.85	1.39	.40	.....
"	YML	BO	1.75	1.31	.40	.....
Amsterdam, Neth.	IDL	S	1.22	.92	.30	Dly except M
"	IDL	BO	1.22	.92	.40	Dly
"	BOS	BO	1.21	.91	.40	Th,Sa
"	YML	BO	1.12	.84	.40	.....
"	IDL	P	1.22	.92	.30	Dly
"	BOS	P	1.21	.91	.30	Dly
"	CHI	P	1.28	.98	.40	Dly
"	PHL	P	1.24	.94	.30	M,W,F
"	IDL	SS	1.22	.92	.30	Dly
"	LAX	SS	1.49	1.17	.40	Dly
"	IDL	SR	1.22	.92	.30	Dly
"	IDL	K	1.22	.92	.30	Dly
"	YML	K	1.12	.84	.30	Su,W,Sa
"	IDL	SW	1.22	.92	.30	.....
"	IDL	EL	1.22	.92	.30	T,F,Sa
Anchorage, Alaska	SEA	NW	.23	.17	.15	Dly
"	MSP	NW	.41	.31	.15	Dly
"	IDL	NW	.52	.39	.20	Dly
"	CHI	NW	.44	.33	.20	Dly
Ankara, Turkey	IDL	K	1.79	1.34	.40	T,Th
"	IDL	P	1.79	1.34	.40	Su,M,W,F
"	BOS	P	1.77	1.33	.40	Su,M,W,F
"	CHI	P	1.85	1.40	.40	Su,M,W,F
"	IDL	BO	1.79	1.34	.40	Dly
"	BOS	BO	1.77	1.33	.40	Th,Sa
Antigua, B.W.I.	IDL	P	.34	.26	.20	Dly
"	MIA	P	.25	.19	.10	Dly
Antofagasta, Chile	MIA	P	1.17	.78	.30	T,Th
"	BOS	P	1.27	.96	.40	W,Sa
"	MSY	P	1.19	.90	.30	T,Sa
"	HOU	P	1.22	.92	.40	T,F
"	BRO	P	1.22	.92	.40	T,F
"	LAX	P	1.36	1.02	.40	T,Th
"	SFO	P	1.42	1.07	.40	T,Th
Antwerp, Belgium	IDL	S	1.22	.92	.30	Dly except M
Arecibo, P. R.	MIA	R	.15	.12	.10	Dly
"	IDL	R	.22	.20	.10	Dly
Arequipa, Peru	MIA	P	1.00	.75	.30	Sa
"	MSY	P	1.07	.80	.30	Sa
"	HOU	P	1.09	.82	.30	F
"	BRO	P	1.09	.82	.30	F
"	LAX	P	1.22	.92	.40	Th
Arica, Chile	MIA	P	1.07	.80	.30	Sa
"	MSY	P	1.12	.85	.30	Sa
"	HOU	P	1.16	.87	.30	F
"	BRO	P	1.16	.87	.30	F
Armenia, Colombia	MIA	AV	.54	.41	.15	M,T,W,F,Su
"	IDL	AV	.64	.48	.20	Dly
Aruba, N.W.I.	MIA	K	.30	.23	.15	Dly
"	YML	K	.45	.35	.15	Dly
"	MIA	RN	.30	.23	.15	Th
Asmara, Eritrea	IDL	BO	2.19	1.65	.40	Dly
"	BOS	BO	2.17	1.63	.40	Th,Sa
Asuncion, Paraguay	BRO	B	1.49	1.12	.40	M
"	CHI	B	1.50	1.13	.40	M
"	CRP	B	1.49	1.12	.40	M
"	DAL	B	1.50	1.13	.40	M
"	FTW	B	1.50	1.13	.40	M
"	HOU	B	1.49	1.12	.40	M
"	LRD	B	1.55	1.16	.40	M
"	MIA	B	1.39	1.04	.40	M
"	SAT	B	1.50	1.13	.40	M
"	MIA	RL	1.29	.95	.40	T,Th,Sa
"	IDL	P	1.47	1.11	.40	Su,T Sa

SHIPPERS, ATTENTION!

The rates published in this section are General Commodity Rates. For Specific Commodity Rates, which are substantially lower, apply to the airline or authorized air cargo agent/air freight forwarder.

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Asuncion (Cont'd)	HOU P	1.49	1.12	.40	M
"	BRO P	1.49	1.12	.40	T
"	LAX P	1.39	1.05	.40	T,Th
"	MIA P	1.39	1.04	.40	Su,M,Th
"	MSY P	1.48	1.10	.40	Th,Sa
Athens, Greece	IDL LI	1.67	1.25	.40	Dly
"	BOS LI	1.66	1.24	.40	M,W
"	IDL AF	1.67	1.25	.40	Su,T,W,F
"	BOS AF	1.66	1.24	.40	Sa
"	CHI AF	1.73	1.31	.40	W,Su
"	YML AF	1.63	1.22	.40	W,Su
"	IDL BO	1.67	1.25	.40	Th,Sa
"	BOS BO	1.66	1.24	.40	Th,Sa
"	IDL K	1.67	1.25	.40	Su,M,W,Th,Sa
"	YML K	1.56	1.17	.40	Su,Th,F
"	IDL EL	1.67	1.25	.40	T,F,Sa
"	IDL SS	1.67	1.25	.40	Dly
"	LAX SS	2.05	1.60	.40	M,W,Sa
"	IDL TW	1.67	1.25	.40	11 Weekly
"	CHI TW	1.73	1.31	.40	11 Weekly
"	PHL TW	1.81	1.36	.40	11 Weekly
"	MKC TW	1.87	1.40	.40	11 Weekly
"	LAX TW	2.05	1.60	.40	11 Weekly
"	BOS TW	1.66	1.24	.40	T,W
"	IDL S	1.67	1.25	.40	Su,T,F
"	IDL SR	1.67	1.25	.40	Dly ex. T
Auckland, N. Z.	LAX P	2.04	1.53	.40	Su,W,F
"	SFO P	2.04	1.53	.40	Su,W,F
"	PDX P	2.04	1.53	.40	Su,W,F
"	SEA P	2.05	1.53	.40	M,W,F
"	IDL P	3.91	2.93	.40	Su,W,F
"	BOS P	3.89	2.92	.40	Su,W,F
"	CHI P	2.25	1.72	.40	Su,W,F
"	SFO Q	2.03	1.52	.40	M,W,Th,Sa
"	IDL BO	3.96	2.97	.40	Dly
"	BOS BO	3.94	2.95	.40	Th,Sa
Baghdad, Iraq	IDL BO	2.06	1.55	.40	Dly
"	BOS BO	2.04	1.53	.40	Th,Sa
"	YML BO	1.93	1.45	.40	.....
"	IDL K	2.06	1.55	.40	Su,T,Th
"	YML K	1.93	1.45	.40	W
"	IDL SS	2.06	1.55	.40	Su,F
"	IDL AF	2.04	1.53	.40	Su,T,W
"	BOS AF	2.02	1.52	.40	Sa
"	YML AF	2.12	1.60	.40	W,Sa
"	CHI AF	2.04	1.53	.40	W,Sa
"	IDL SR	2.06	1.55	.40	F,Sa
"	IDL BO	2.06	1.55	.40	Th,Sa
Bahrien, Arabia	IDL BO	2.19	1.64	.40	Dly
"	BOS BO	2.17	1.63	.40	W,Sa
"	YML BO	2.05	1.54	.40	.....
Balboa, Canal Zone	MIA P	.39	.20	.20	Dly
"	MSY P	.45	.34	.20	Dly ex. M,F
"	HOU P	.48	.37	.20	Dly
"	BRO P	.48	.37	.20	Su,T,F
"	LAX P	.61	.46	.20	Su,T,W,Sa
"	SFO P	.68	.51	.20	Su,T,W,Sa
"	BRO B	.48	.36	.20	M,T
"	CRP B	.48	.36	.20	M,T
"	DAL B	.51	.38	.20	M,T
"	FTW B	.51	.38	.20	M,T
"	HOU B	.48	.36	.20	M,T
"	MIA B	.39	.19	.20	M,T,Th,F,Sa
"	SAT B	.51	.38	.20	M,T
"	MSY TA	.45	.24	.20	T,Sa
Bamako, Fr. W. Afr.	IDL AF	1.91	1.44	.40	Th
"	BOS AF	1.90	1.42	.40	Sa
"	CHI AF	1.97	1.49	.40	W,Sa
"	YML AF	1.87	1.41	.40	W,Sa
Bangkok, Siam	IDL P	3.07	2.30	.40	Dly
"	PDX P	3.34	2.56	.40	M,T,W,F
"	SEA P	3.34	2.56	.40	M,T,W,F
"	LAX P	3.34	2.56	.40	Dly ex. M,Th
"	BOS P	3.05	2.29	.40	Dly
"	PHL P	3.09	2.32	.40	W,F
"	SFO P	3.34	2.56	.40	Dly ex. M,Th
"	IDL SR	3.07	2.30	.40	T,Th,Sa
Bangkok (Cont'd)	IDL SS	3.07	2.30	.40	T,Th,Sa
"	LAX SS	3.34	2.56	.40	T,Th,Sa
"	IDL AF	3.07	2.30	.40	Sa
"	BOS AF	3.05	2.29	.40	Sa
"	CHI AF	3.13	2.36	.40	W,Sa
"	YML AF	3.03	2.27	.40	W,Sa
"	IDL BO	3.07	2.30	.33	Dly
"	BOS BO	3.05	2.29	.33	Th,Sa
"	YML BO	2.91	2.18	.40	.....
"	IDL K	3.07	2.30	.40	Dly
"	YML K	2.91	2.18	.27	W,Sa
Bangui, Fr. Eq. Afr.	IDL AF	2.25	1.69	.40	Sa
"	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.21	1.66	.40	W,Sa
Barbados, B.W.I.	IDL BO	.44	.33	.15	Dly
"	MIA BO	.37	.29	.20	W,Sa
"	YML BO	.49	.37	.20	.....
"	YML T	.49	.37	.20	W
"	YTO T	.49	.37	.20	W
Barcelona, Spain	IDL AF	1.33	1.00	.40	Sa,T,F
"	BOS AF	1.31	.98	.40	Sa
"	CHI AF	1.39	1.06	.40	W,Sa
"	YML AF	1.29	.97	.40	W,Sa
"	IDL BO	1.33	1.00	.40	Dly
"	BOS BO	1.31	.98	.40	Th,Sa
"	IDL IB	1.33	1.00	.25	W,F
"	IDL S	1.33	1.00	.40	Th,Sa
"	IDL P	1.33	1.00	.40	T,Sa
"	BOS P	1.31	.98	.40	T,Sa
"	CHI P	1.39	1.06	.40	T,Sa
"	LAX P	1.60	1.25	.40	M,F
"	SFO P	1.62	1.25	.40	M,F
"	IDL SR	1.33	1.00	.40	Dly except T
"	IDL K	1.33	1.00	.40	M,Th,Sa
Barcelona, Venezuela	IDL LV	.51	.38	.20	Dly except Su
"	MIA LV	.41	.31	.20	Dly except Su
"	MIA RN	.41	.31	.15	W
Bari, Italy	IDL LI	1.46	1.10	.40	Dly
"	BOS LI	1.44	1.09	.40	M,W
Barranca, Bermeja, Col.	MIA AV	.54	.41	.20	Su,M,W
	IDL AV	.64	.48	.20	Su,T,F
Barranquilla, Col.	MIA AV	.39	.20	.20	Su,M,W
"	IDL AV	.49	.37	.20	Dly
"	MIA P	.39	.29	.20	Dly
"	MSY P	.45	.34	.20	Dly ex. M,W
"	HOU P	.48	.37	.20	Dly
"	BRO P	.47	.37	.20	Su,T,F
"	LAX P	.63	.47	.20	Su,T,W,Sa
"	MIA K	.39	.29	.15	M,F
"	YML K	.54	.41	.15	F
Basle, Switzerland	IDL SR	1.30	.98	.40	Dly except T
"	IDL BO	1.30	.98	.40	Dly
"	BOS BO	1.28	.97	.40	Th,Sa
"	IDL AF	1.30	.98	.40	.....
"	BOS AF	1.28	.97	.40	.....
"	CHI AF	1.36	1.03	.40	.....
"	YML AF	1.26	.95	.40	.....
Basra, Iraq	IDL K	2.11	1.58	.40	T,W
"	YML K	1.97	1.48	.40	Su
"	IDL SR	2.11	1.58	.40	Su,T,Sa
"	BOS BO	2.09	1.57	.40	Th,Sa
"	YML BO	1.97	1.48	.40	.....
"	IDL BO	2.11	1.58	.40	.....
"	IDL TW	2.11	1.58	.40	Su,T
"	PHL TW	2.13	1.60	.40	Su,T
"	CHI TW	2.16	1.64	.40	Su,T
"	MKC TW	2.20	1.64	.40	Su,T
"	LAX TW	2.33	1.34	.40	M,Sa
Bastia, Corsica	IDL AF	1.34	1.00	.40	Dly except F
"	BOS AF	1.32	.99	.40	Sa
"	CHI AF	1.39	1.06	.40	W,Sa
"	YML AF	1.30	.97	.40	W,Sa
Beirut, Lebanon	IDL AF	1.87	1.40	.40	Su,T,W,F,Sa
"	BOS AF	1.85	1.39	.40	Sa
Beirut (Cont'd)	CHI AF	1.93	1.46	.40	W,Sa
"	YML AF	1.83	1.37	.40	W,Sa
"	IDL SS	1.87	1.40	.40	Su,T
"	LAX SS	2.14	1.66	.40	M,T
"	IDL S	1.87	1.40	.40	W
"	IDL P	1.87	1.40	.40	Dly
"	BOS P	1.85	1.39	.40	Dly
"	PHL P	1.89	1.42	.40	M
"	CHI P	1.93	1.46	.40	Dly
"	LAX P	2.14	1.66	.40	Dly
"	SFO P	2.16	1.66	.40	Dly
"	IDL K	1.87	1.40	.40	Dly
"	YML K	1.75	1.31	.40	Su,Th,F
"	IDL BO	1.87	1.40	.40	Dly
"	BOS BO	1.85	1.39	.40	Th,Sa
"	YML BO	1.75	1.31	.40	M,W,F,Sa
"	IDL SR	1.87	1.40	.40	Dly ex. T,Th
"	IDL LH	1.87	1.40	.40	Sa,Su
Belem, Brazil	IDL P	.94	.71	.30	Su,M,W
"	MIA P	.89	.67	.30	Su,T,Sa
"	MSY P	1.28	.97	.40	Su,T,Sa
"	HOU P	1.38	1.04	.40	Su,T,Sa
"	BRO P	1.31	.98	.40	Su,T,F
"	LAX P	1.56	1.56	.40	Su,T
"	IDL V	.94	.71	.20	W,Sa
"	IDL BZ	.94	.71	.30	.....
Belfast, N. Ireland	IDL BO	1.11	.83	.30	Dly
"	BOS BO	1.09	.82	.30	Th,Sa
Belgrade, Yugoslavia	IDL SR	1.60	1.20	.40	M,F
	IDL BO	1.60	1.20	.40	Dly
"	BOS BO	1.58	1.18	.40	Th,Sa
"	IDL LI	1.60	1.20	.40	Su,T,Th,F
"	BOS LI	1.58	1.18	.40	M,W
Belize, Br. Hond.	MSY TA	.30	.16	.20	T,Sa
"	MEX TA	.33	.24	.20	T,Sa
"	PIE AS	.25	.16	.10	Dly
"	MIA TN	.20	.15	.15	M,W,Sa
Benghasi, Libya	IDL BO	1.62	1.22	.40	Dly
"	BOS BO	1.60	1.20	.40	Th,Sa
Bergen, Norway	IDL SS	1.31	.98	.40	Dly
"	IDL BO	1.31	.98	.40	Dly
"	BOS BO	1.29	.97	.40	Th,Sa
"	LAX SS	1.57	1.24	.40	Dly
Berlin, Germany	IDL AF	1.37	1.03	.40	Dly
"	BOS AF	1.35	1.01	.40	F
"	CHI AF	1.42	1.08	.40	.....
"	YML AF	1.32	.99	.40	.....
"	IDL SR	1.37	1.03	.40	Dly except T
"	BOS P	1.35	1.01	.40	Dly
"	IDL P	1.37	1.03	.40	Dly
"	CHI P	1.42	1.08	.40	Dly
"	LAX P	1.63	1.28	.40	Dly
"	SFO P	1.66	1.28	.40	Dly
"	IDL BO	1.37	1.03	.40	Dly
"	BOS BO	1.35	1.01	.40	Th,Sa
"	IDL SS	1.37	1.03	.40	Dly
"	LAX SS	1.63	1.28	.40	Dly
Bermuda	LGA E	.20	.15	.10	Dly
"	DCA E	.20	.15	.10	Su,Sa
"	YML E	.25	.19	.10	.....
"	IDL P	.20	.15	.10	Dly
"	BOS P	.20	.15	.10	Dly
"	YML T**	.25	.19	.05	Su,W
"	YTO T**	.25	.19	.05	Su,W
"	ROS BO	.20	.15	.07	Th,Sa
"	YML BO	.25	.19	.10	.....
"	MIA BO	.25	.19	.10	.....
"	IDL BO	.20	.15	.07	Su,F,Sa
"	PHL BO	.24	.18	...	.....
Berne, Switzerland	IDL SR	.24	.93	.40	Dly
"	IDL BO	1.30	.98	.40	Dly
"	BOS BO	1.28	.97	.40	Th,Sa
Bimini, Bahama Is.	MIA BO	.05	....	.10	.....
Birmingham, Eng.	IDL BO	1.13	.85	.30	Dly
"	BOS BO	1.11	.83	.30	Th, Sa
Blantyre, Nyasaland	IDL BO	2.25	1.69	.40	Dly
	BOS BO	2.24	1.68	.40	Th,Sa
Bloemfontein, S. Af.	IDL BO	2.34	1.75	.40	Dly
"	BOS BO	2.32	1.74	.40	Th,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Bogota, Colombia	IDL AV	.64	.48	.20	Su,W
"	MIA AV	.54	.41	.20	Su,M,W
"	PIE AS	.54	.30	.20	Su,W
Bombay, India	IDL BO	2.63	1.97	.40	Dly
"	IDL SR	2.63	1.97	.40	Su,M,F
"	YML BO	2.47	1.85	.40	.....
"	BOS BO	2.61	1.96	.40	Th,Sa
"	CHI TW	2.16	1.63	.40	Su,T
"	IDL TW	2.63	1.97	.40	Su,T
"	PHL TW	2.64	1.99	.40	Su,T
"	MKC TW	2.19	1.64	.40	Su,T
"	LAX TW	2.80	2.23	.40	M,Sa
Bonaire, N.W.I.	MIA K	.30	.23	.20	Dly
Bonn, Germany	IDL LH	1.31	.91	.40	M,T,Th,F,Sa
"	IDL S	1.21	.91	.40	.....
Bordeaux, France	IDL AF	1.27	.95	.40	Su,M,T,W,Sa
"	IDL BO	1.27	.95	.40	Dly
"	BOS AF	1.25	.94	.40	Sa
"	YML AF	1.23	.92	.40	W,Sa
"	BOS BO	1.25	.94	.40	Th,Sa
"	CHI AF	1.32	1.01	.40	.....
Brazzaville, Fr. Eq. Af.	IDL AF	2.25	1.69	.40	M,T,Sa
"	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.21	1.66	.40	W,Sa
"	IDL BO	2.25	1.69	.40	.....
"	BOS BO	2.24	1.68	.40	.....
"	YML BO	2.21	1.66	.40	.....
"	IDL K	2.25	1.69	.40	T,Sa
"	YML K	2.21	1.66	.40	Sa
"	IDL EL	2.25	1.69	.40	.....
Bremen, Germany	IDL SS	1.31	.98	.40	Dly
"	IDL SR	1.31	.98	.40	Dly except T
"	IDL BO	1.31	.98	.40	Dly
"	BOS BO	1.29	.97	.40	Th,Sa
"	LAX SS	1.57	1.24	.40	Dly
"	IDL K	1.31	.98	.40	Dly except Sa
"	YML K	1.27	.95	.40	Su, Th,F
"	IDL LH	1.31	.98	.40	Dly
Brussels, Belgium	IDL S	1.22	.92	.40	Dly except M
"	IDL P	1.22	.94	.40	Su,W,Th,Sa
"	BOS P	1.21	.91	.40	Su,W,Th,Sa
"	CHI P	1.28	.98	.40	Su,W,Th,Sa
"	LAX P	1.49	1.17	.40	Su,W,Th,Sa
"	SFO P	1.52	1.17	.40	Su,W,Th,Sa
"	IDL SW	1.22	.92	.40	.....
"	IDL K	1.22	.92	.40	Dly
"	YML K	1.18	.89	.30	Su,W,Sa
"	IDL BO	1.22	.92	.40	Dly
"	BOS BO	1.21	.91	.40	.....
"	YML BO	1.18	.89	.30	.....
"	IDL SR	1.22	.92	.40	Dly except T
Bucaramanga, Colombia	MIA AV	.54	.41	.20	Dly ex. Th,Sa
"	IDL AV	.64	.48	.20	Dly
Budapest, Hungary	IDL K	1.56	1.17	.40	W
"	YML K	1.44	1.08	.40	T
"	IDL SR	1.56	1.17	.40	Dly except T
Buenos Aires, Argentina	IDL P	1.55	1.16	.40	Dly
"	MIA P	1.47	1.11	.40	Dly
"	MSY P	1.51	1.15	.40	Dly ex. M,W
"	HOU P	1.56	1.17	.40	Dly
"	BRO P	1.55	1.16	.40	Su,T,F
"	LAX P	1.69	1.27	.40	Su,T,W,Sa
"	SFO P	1.76	1.32	.40	Su,T,W,Sa
"	IDL V	1.55	1.16	.40	W,Sa
"	BRO B	1.56	1.17	.40	M
"	CRP B	1.56	1.17	.40	M
"	DAL B	1.59	1.20	.40	M
"	FTW B	1.59	1.20	.40	M
"	HOU B	1.56	1.17	.40	M
"	MIA B	1.47	1.10	.40	M,F
"	SAT B	1.56	1.17	.40	M
"	MIA BZ	1.32	.99	.40	T,Th,Sa
Bulawayo, S. Rhod.	IDL BO	2.25	1.69	.40	Dly
"	BOS BO	2.24	1.68	.40	Th,Sa
Cagliari, Italy	IDL LI	1.47	1.10	.40	Dly
"	BOS BO	1.45	1.09	.40	M,W
Cairo, Egypt	IDL S	1.87	1.40	.40	Th,F,Sa
"	IDL BO	1.87	1.40	.40	Dly
"	YML BO	1.83	1.37	.40	.....
"	BOS BO	1.85	1.39	.40	Th,Sa
"	IDL AF	1.87	1.40	.40	T,W,Th,Sa
"	BOS AF	1.85	1.39	.40	Sa
"	CHI AF	1.93	1.46	.40	W,Sa
"	YML AF	1.83	1.37	.40	W,Sa
"	IDL K	1.87	1.40	.25	Dly except Th
"	YML K	1.83	1.37	.25	Su,Th,F
"	IDL SS	1.87	1.40	.40	M,W,Th
"	LAX SS	2.14	1.66	.40	M,W,Th
"	IDL TW	1.87	1.40	.40	S,T,W,Th
"	CHI TW	1.93	1.46	.40	S,T,W,Th
"	BOS TW	1.85	1.39	.40	T,W
"	LAX TW	2.14	1.66	.40	M,T,W,Sa
"	PHL TW	1.89	1.42	.40	11 Weekly
"	MKC TW	1.96	1.46	.40	11 Weekly
"	IDL SR	1.87	1.40	.40	Dly except T
Calcutta, India	IDL P	2.77	2.07	.40	T,W,Sa
"	BOS P	2.75	2.05	.40	T,W,Sa
"	PHL P	2.78	2.09	.40	M,W,F
"	SFO P	2.85	2.17	.40	T,W,Sa
"	IDL SR	2.77	2.07	.40	Su,M,F,Sa
"	LAX P	3.04	2.28	.40	T,Sa
"	IDL SS	2.77	2.07	.40	T,Sa
"	IDL K	2.77	2.07	.40	Su,F
"	YML K	2.73	2.04	.40	Su,F
"	IDL BO	2.77	2.07	.40	Su,W
"	BOS BO	2.75	2.06	.40	W,F,Sa
"	YML BO	2.73	2.04	.40	.....
"	IDL AF	2.77	2.07	.40	Su,T,W,Sa
"	BOS AF	2.75	2.06	.40	Sa
"	CHI AF	2.82	2.13	.40	W,Sa
"	YML AF	2.73	2.04	.40	W,Sa
Calgary, Alb., Can.	IDL T	.28	21.10*	.10	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Cali, Colombia	MIA P	.54	.41	.20	Dly
"	IDL AV	.64	.48	.20	Dly
"	MIA AV	.54	.41	.20	M,T,W,F,Su
"	MSY P	.60	.45	.20	Dly ex. M,W
"	HOU P	.63	.48	.20	Dly
"	BRO P	.63	.48	.20	Su,T,F
"	LAX P	.77	.58	.30	Su,T,W,Sa
Camaguey, Cuba	MIA P	.12	.09	.10	Dly
Canton Island	LAX P	1.34	1.00	.40	M,T,Th,Sa
"	SFO P	1.34	1.00	.40	M,T,Th,Sa
"	PDX P	1.34	1.00	.40	M,T,Th,Sa
"	SEA P	1.34	1.00	.40	M,T,Th,Sa
Capetown, U. S. Af.	IDL BO	2.54	1.91	.40	Dly
"	BOS BO	2.53	1.90	.40	Th,Sa
"	YML BO	2.50	1.88	.40	.....
Caracas, Venezuela (*See La Guaira*)					
Cartagena, Colombia	IDL AV	.56	.43	.20	T,Sa
	MIA AV	.46	.35	.20	M,T,W,F,Su
Casablanca, Fr. Morocco	BOS AF	1.30	.98	.40	Sa
	IDL AF	1.32	.99	.40	Dly
"	CHI AF	1.38	1.05	.40	W,Sa
"	YML AF	1.28	.96	.40	W,Sa
"	IDL S	1.32	.99	.40	Th
"	IDL BO	1.32	.99	.40	Dly
"	BOS BO	1.30	.98	.40	Th,Sa
Cat Cay, Bahamas	MIA BO	.05	....	.10	.....
Catania, Italy	IDL LI	1.50	1.12	.40	M,W,F
"	BOS LI	1.48	1.11	.40	F
Cayenne, Fr. Guiana	IDL P	.70	.53	.20	T
	MIA P	.63	.48	.20	T
"	MSY P	.70	.53	.20	Su
"	HOU P	.73	.55	.20	Su
"	BRO P	.73	.55	.20	T
"	LAX P	.87	.66	.30	Su
Chittagong, Pak.	IDL BO	2.83	2.15	.40	Dly
	BOS BO	2.82	2.13	.40	Th,Sa
Christiansand, Norway	IDL K	1.31	1.98	.40	M,W,F
	YML K	1.20	.90	.40	W
"	IDL SS	1.31	1.98	.40	Dly
"	LAX SS	1.57	1.24	.40	Dly
Ciudad Trujillo, DR.	IDL P	.25	.21	.10	Dly
	MIA P	.15	.12	.10	Dly
"	MSY P	.22	.18	.10	Dly
"	IDL V	.25	.21	.15	W,Sa
"	CHI DC	.28	.24	.10	M,T,Sa
"	YIP DC	.27	.23	.10	M,T,Sa
"	HOU DC	.25	.22	.10	M,T,Sa
"	MSY DC	.22	.18	.10	M,T,Sa
"	MEM DC	.26	.21	.10	M,T,Sa
Cochabamba, Bolivia	MIA P	1.13	.85	.30	M,W,F,Sa
	MSY P	1.19	.90	.30	Dly ex. M,W
"	HOU P	1.22	.92	.40	M,W,F,Sa
"	BRO P	1.22	.92	.40	Su,T,F
"	LAX P	1.36	1.02	.40	Su,T,W,Sa
Cologne, Germany	IDL S	1.27	.95	.40	Dly except M
"	IDL LH	1.27	.95	.40	Dly
"	IDL P	1.27	.95	.40	Dly
"	BOS P	1.25	.94	.30	Dly
"	CHI P	1.33	1.01	.40	Dly
"	IDL SS	1.27	.95	.40	Dly
"	LAX SS	1.54	1.21	.40	Dly
"	IDL SR	1.27	.95	.40	Dly except T
"	IDL BO	1.27	.95	.40	Dly
"	BOS BO	1.25	.94	.40	Th,Sa
Colombo, Ceylon	IDL BO	2.79	2.09	.40	Dly
"	BOS BO	2.77	2.08	.40	Th,Sa
"	YML BO	2.74	2.06	....	.....
"	IDL TW	2.79	2.09	.40	Su,T
"	CHI TW	2.84	2.15	.40	Su,T
"	LAX TW	3.05	2.35	.40	Sa,M
"	PHL TW	2.80	2.11	.40	Su,T
"	MKC TW	2.87	2.15	.40	Su,T
"	IDL K	2.79	2.09	.40	M,Th
Comiso, Italy	IDL LI	1.53	1.14	.40	M,W,F
	BOS LI	1.51	1.13	.40	F
Conakry, Fr. W. Af.	IDL AF	1.70	1.27	.40	T,Sa,Su
"	BOS AF	1.68	1.28	.40	Sa
"	CHI AF	1.75	1.33	.40	W,Sa
"	YML AF	1.66	1.24	.40	W,Sa
Concepcion, Bolivia	MIA P	1.17	.87	.30	Sa
"	MSY P	1.22	.92	.40	Sa
"	HOU P	1.26	.94	.40	Sa
"	BRO P	1.26	.94	.40	Sa
"	LAX P	1.39	1.05	.40	Sa
Copenhagen, Den.	IDL SS	1.31	.98	.40	Dly
"	LAX SS	1.57	1.24	.40	Dly
"	IDL BO	1.31	.98	.40	Dly
"	BOS BO	1.29	.97	.40	Th,Sa
"	IDL S	1.31	.98	.40	Dly except M
"	IDL SR	1.31	.98	.40	Dly except T
"	IDL K	1.31	.98	.40	Dly
"	YML K	1.27	.95	.30	Su,Th,F
"	BOS P	1.29	.97	.40	Dly except Su
"	IDL P	1.31	.98	.40	Dly except Su
"	CHI P	1.37	1.04	.40	Dly except Su
"	PHL P	1.32	1.00	.40	W,F
"	IDL AF	1.31	.98	.40	Su,M,Th,F
"	BOS AF	1.29	.97	.40	Sa
"	CHI AF	1.37	1.04	.40	W,Sa
"	YML AF	1.27	.95	.30	W,Sa
Cotonou, Fr. W. Afr.	IDL AF	1.91	1.44	.40	M
	BOS AF	1.90	1.42	.40	Sa
"	CHI AF	1.97	1.49	.40	W,Sa
"	YML AF	1.87	1.41	.40	W,Sa
Cristobal, Canal Zone	MIA P	.39	.30	.20	Dly
	MSY P	.45	.34	.20	Dly ex. M,W
"	HOU P	.48	.37	.20	Dly
"	BRO P	.49	.37	.20	Su,T,F
"	LAX P	.61	.46	.20	Su,T,W,Sa
"	MSY TA	.45	.24	.20	T,Sa
Cucuta, Colombia	IDL AV	.64	.48	.20	Dly
"	MIA AV	.54	.41	.20	Su,M,W
Curacao, N.W.I.	IDL P	.40	.31	.20	Su,T,Th,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Curacao (Cont'd)	MIA P	.30	.23	.20	Su,M,W,F
"	MIA K	.30	.23	.20	Dly
"	YML K	.45	.35	.20	T,F
"	MIA RN	.30	.23	.20	Th
Curitiba, Brasil	MIA BZ	1.08	.80	.30	T,Th,Sa
Dacca, Pakistan	IDL BO	2.77	2.07	.40	Dly
"	BOS BO	2.75	2.06	.40	W,Sa
"	YML BO	2.59	1.95	....	.....
Dakar, Senegal	IDL P	1.45	1.09	.40	Su,Th
Fr. W. Africa	IDL AF	1.52	1.14	.40	T,W,Th,Sa,Su
"	BOS AF	1.51	1.13	.40	Sa
"	CHI AF	1.58	1.20	.40	W,Sa
"	YML AF	1.48	1.11	.40	W,Sa
"	IDL BO	1.52	1.14	.40	Dly
"	BOS BO	1.51	1.13	.40	Th,Sa
"	IDL SR	1.52	1.14	.40	W,F,Sa
"	IDL K	1.52	1.14	.40	.....
"	IDL P	1.52	1.14	.40	Th
"	BOS P	1.51	1.13	.40	Th
"	CHI P	1.58	1.20	.40	Th
Damascus, Syria	IDL P	1.87	1.40	.40	M,W,F,Sa
"	PHL P	1.89	1.42	.40	M,W,F,Sa
"	BOS P	1.85	1.39	.40	Dly except Su
"	CHI P	1.93	1.46	.40	Dly except Su
"	LAX P	2.05	1.60	.40	Dly except Su
"	IDL AF	1.87	1.40	.40	W,Sa
"	BOS AF	1.85	1.39	.40	Sa
"	CHI AF	1.93	1.46	.40	W,Sa
"	YML AF	1.83	1.37	.40	W,Sa
"	IDL BO	1.87	1.40	.40	Dly
"	YML BO	1.83	1.11	.40	.....
"	BOS BO	1.85	1.39	.40	Th,Sa
"	IDL SS	1.87	1.40	.40	M,Th,Sa
"	LAX SS	2.14	1.66	.40	M,Th,Sa
"	IDL K	1.87	1.40	.40	Su,M,Th
"	IDL SR	1.87	1.40	.40	M,F,Sa
"	IDL LH	1.87	1.40	.40	W
Dar-es-Salaam, Tanganyika	YML BO	2.21	1.66	.40	.....
	BOS BO	2.24	1.68	.40	Th,Sa
"	IDL BO	2.25	1.69	.40	Dly
Darwin, Australia	IDL BO	3.21	2.41	.40	Dly
"	BOS BO	3.19	2.39	.40	Th,Sa
"	YML BO	3.17	2.38	.40	.....
Delhi, India	IDL BO	2.65	1.99	.40	Dly
"	YML BO	2.61	1.96	.40	.....
"	BOS BO	2.64	1.98	.40	Th,Sa
"	IDL SR	2.65	1.99	.40	Su,M,F
"	IDL K	2.65	1.99	.40	W,Th
"	IDL AF	2.65	1.99	.40	.....
"	BOS AF	2.64	1.98	.40	.....
"	CHI AF	2.71	2.05	.40	.....
"	YML AF	2.61	1.96	.40	.....
Dhahran, Saudi Arabia	IDL TW	2.19	1.64	.40	Su,T
	CHI TW	2.25	1.70	.40	Su,T
"	PHL TW	2.20	1.66	.40	Su,T
"	MKC TW	2.00	1.52	.40	Su,T
"	LAX TW	2.45	1.90	.40	Sa,M
"	IDL SR	2.19	1.64	.40	Su,T,Sa
"	IDL K	2.19	1.64	.40	T,F
"	YML K	2.15	1.61	.40	Su
Djambala, F.E.A.	IDL AF	2.25	1.69	.40	F
"	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.21	1.66	.40	W,Sa
Dolisie, F.E.A.	IDL AF	2.25	1.69	.40	M,F
"	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.21	1.66	.40	W,Sa
Douala, Fr. W. Africa	IDL AF	2.16	1.62	.40	T,W,F,M
	BOS AF	2.14	1.61	.40	Sa
"	CHI AF	2.21	1.67	.40	W,Sa
"	YML AF	2.12	1.59	.40	W,Sa
Dublin, Eire	IDL BO	1.08	.81	.30	Dly
	BOS BO	1.06	.79	.30	Th,Sa
Durban, S. Afr.	IDL BO	2.37	1.78	.40	Dly
	BOS BO	2.35	1.76	.40	Th,Sa
Dusseldorf, Ger.	IDL SS	1.27	.95	.40	Dly
"	IDL S	1.27	.95	.40	Dly except M
"	IDL K	1.27	.95	.40	Dly
"	YML K	1.23	.93	.40	Su,Th,F
"	IDL AF	1.27	.95	.40	Dly
"	BOS AF	1.25	.94	.40	Sa
"	CHI AF	1.33	1.01	.40	W,Sa
"	YML AF	1.23	.93	.40	W,Sa
"	BOS P	1.25	.94	.40	Dly
"	IDL P	1.27	.95	.40	Dly
"	CHI P	1.33	1.01	.40	Dly except W
"	IDL SR	1.27	.95	.40	Dly except T
"	IDL SW	1.27	.95	.40	.....
"	IDL BO	1.27	.95	.40	Dly except T
"	YML BO	1.23	.93	.40	.....
"	BOS BO	1.25	.94	.40	Dly
"	IDL LH	1.27	.95	.40	Dly
E. London, S. Afr.	IDL BO	2.44	1.83	.40	Dly
"	BOS BO	2.42	1.82	.40	Th,Sa
Edinburgh, Scotland	IDL BO	1.08	.82	.30	Dly
"	BOS BO	1.07	.80	.30	Th,Sa
Edmonton, Alberta, Canada	IDL T	.26	21.10*	.10	Dly
	CTB W	.07	.0527	.10	Dly
"	MSP W	.22	.16	.10	Dly
"	IDL NW	.28	.21	.10	M,W,F
"	CHI NW	.26	.22	.10	M,W,F
"	MSP NW	.26	.22	.10	M,W,F
Elisabethville, Belgian Congo	IDL S	2.25	1.69	.40	T,W,Sa
	IDL BO	2.25	1.69	.40	Dly
"	BOS BO	2.24	1.68	.40	Th,Sa
Entebbe, Uganda	IDL BO	2.25	1.69	.40	Dly
"	BOS BO	2.24	1.68	.40	Th,Sa
"	YML BO	2.21	1.66	.40	.....
Esmeraldas, Ecuador	MIA P	.68	.51	.20	M
	MSY P	.73	.55	.20	Su
"	HOU P	.77	.58	.30	Su
"	BRO P	.77	.58	.30	Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Esmeraldas (Cont'd)	LAX P	.89	.67	.30	Su
Fairbanks, Alaska	SEA P	.40	.17	.20	Dly
Fiji Islands	LAX P	1.71	1.28	.40	M,T,Th,Sa
"	PDX P	1.71	1.28	.40	T,Sa
"	SFO P	1.71	1.28	.40	M,T,Th,Sa
"	SFO Q	1.71	1.28	.40	M,W,Th,Sa
"	YVR Q	1.71	1.28	.40	Su
Fort Archambault, Fr. E. Afr.	IDL AF	2.25	1.69	.40	T
"	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.21	1.66	.40	W,Sa
Fort de France, Mar.	IDL P	.39	.29	.20	Su,T,Th
Fort Lamy, Fr. E. Afr.	IDL AF	2.25	1.69	.40	W,Sa
"	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.21	1.66	.40	W,Sa
Fort William Ontario, Can.	IDL T	.16	12.90•	.10	Dly
Fortaleza (Ceara), Brasil	MIA BZ	.97	.63	.30	T,Th,Sa
Franceville, F. E. A.	IDL AF	2.25	1.69	.40	W,F
"	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.21	1.66	.40	W,Sa
Frankfurt-on-Main, Germany	BOS P	1.28	.97	.40	16 Wkly
"	IDL P	1.30	.98	.40	16 Wkly
"	CHI P	1.36	1.03	.40	16 Wkly
"	PHL P	1.32	1.00	.40	16 Wkly
"	IDL BO	1.30	.98	.40	Dly
"	IDL LH	1.30	.98	.40	Dly
"	BOS BO	1.28	.97	.40	Dly
"	YML BO	1.26	.95	.30	.....
"	IDL K	1.30	.98	.40	Dly
"	YML K	1.26	.95	.30	Su,Th,F
"	IDL LI	1.30	.98	.40	Dly
"	BOS LI	1.28	.97	.40	M,W
"	IDL SW	1.30	.98	.40	.....
"	IDL SS	1.30	.98	.40	Dly
"	LAX SS	1.57	1.23	.40	Dly
"	IDL S	1.30	.98	.40	Dly except M
"	IDL SR	1.30	.98	.40	Dly except T
"	IDL TW	1.30	.98	.40	12 Weekly
"	BOS TW	1.28	.97	.40	Su
"	PHL TW	1.32	1.00	.40	12 Weekly
"	CHI TW	1.36	1.03	.40	12 Weekly
"	MKC TW	1.39	1.03	.40	12 Weekly
"	LAX TW	1.57	1.23	.40	12 Weekly
"	IDL AF	1.30	.98	.40	Dly
"	CHI AF	1.36	1.03	.40	W,Sa
"	YML AF	1.26	.95	.30	W,Sa
"	BOS AF	1.28	.97	.30	W,Sa
"	IDL IB	1.30	.98	.40	W,F
Freetown, Sierra Leone	IDL BO	1.72	1.29	.40	Dly
	BOS BO	1.71	1.28	.40	Th,Sa
Fukueoka, Japan	SFD J	2.71	2.04	.40	Su,T,Th,Sa
Gander, N. F.	IDL P	.18	.15	.10	Dly
"	BOS P	.14	.12	.10	Dly
"	IDL TW	.18	.15	.10	W,F,Sa
"	PHL TW	.19	.18	.10	W,F,Sa
"	CHI TW	.23	.19	.10	W,F,Sa
"	IDL T	.18	15.00•	.10	Dly
"	BOS T	.14	11.10•	.10	Dly
"	IDL SW	.18	.15	.10	.....
Garoua, Cameroons	IDL AF	2.25	1.69	.40	.....
"	BOS AF	2.24	1.68	.40	.....
"	CHI AF	2.31	1.75	.40	.....
"	YML AF	2.21	1.66	.40	.....
Geneva, Switzerland	IDL S	1.30	.98	.40	Dly except M
"	IDL SR	1.30	.98	.40	Dly except T
"	IDL SW	1.30	.98	.40	.....
"	IDL SS	1.30	.98	.40	Dly
"	LAX SS	1.57	1.23	.40	Dly
"	IDL AF	1.30	.98	.40	Dly
"	BOS AF	1.28	.97	.40	Sa
"	CHI AF	1.36	1.03	.40	W,Sa
"	YML AF	1.26	.95	.30	W,Sa
"	IDL K	1.30	.98	.40	Dly
"	YML K	1.26	.95	.30	Su,Th,F
"	IDL TW	1.30	.98	.40	Dly except Sa
"	CHI TW	1.36	1.03	.40	Dly except Sa
"	PHL TW	1.32	1.00	.40	Dly except Sa
Geneva (Cont'd)	MKC TW	1.39	1.03	.40	Dly except Sa
"	LAX TW	1.57	1.23	.40	Dly except F
"	IDL IB	1.30	.98	.40	W,F
"	IDL BO	1.30	.98	.40	Dly
"	BOS BO	1.28	.97	.40	Th,Sa
Georgetown, British Guiana	IDL P	.56	.43	.20	M,W
"	MIA P	.49	.37	.20	Su,T
"	MSY P	.56	.43	.20	Su,T
"	HOU P	.59	.45	.20	T,F
"	BRO P	.59	.45	.20	T,F
"	LAX P	.73	.55	.20	Su,Th
"	MIA K	.49	.37	.20	Th,Sa
Gibraltar	IDL BO	1.38	1.04	.40	Dly
"	BOS BO	1.07	.80	.40	Th,Sa
Glasgow, Scotland	IDL SS	1.08	.82	.30	Dly
"	LAX SS	1.35	1.07	.40	M,W,Sa
"	IDL K	1.08	.82	.30	Dly
"	IDL BO	1.08	.82	.30	Dly
"	BOS BO	1.07	.80	.30	Th,Sa
"	YML T*	1.04	.78	.30	T,Th,Sa
"	IDL P	1.08	.82	.30	T
"	BOS P	1.07	.80	.30	T
"	IDL SW	1.08	.82	.30	.....
Gothenburg, Sweden	IDL SS	1.33	1.00	.40	Dly
"	IDL SR	1.33	1.00	.40	Dly except T
"	IDL BO	1.33	1.00	.30	Dly
"	BOS BO	1.31	.98	.30	Th, Sa
"	LAX SS	1.60	1.25	.40	M,W,Sa
Guadaloupe, F.W.I.	IDL P	.35	.26	.20	Su,T,Th
Guam	LAX P	2.10	1.57	.40	Su,M,W,F
"	SFO P	2.10	1.57	.40	M,F
"	PDX P	2.10	1.57	.40	M,F
"	SEA P	2.10	1.57	.40	M,F
Guatamala City, Guatamala	MIA P	.35	.27	.20	M,W,F,Sa
"	MSY P	.35	.27	.20	Su,T,Th
"	HOU P	.34	.25	.20	Dly
"	BRO P	.31	.24	.20	Dly except Su
"	LAX P	.48	.36	.20	Dly
"	MSY TA	.18	.13	.10	Dly
"	MEX TA	.17	.12	.10	Dly
"	PIE AS	.18	.13	.10	Dly
"	MIA TN	.30	.17	.15	W,Sa
Guayaquil, Ecuador	MSY P	.71	.54	.20	Dly ex. Sa,W
"	HOU P	.74	.56	.20	Dly
"	BRO P	.74	.56	.20	Su,T,F
"	LAX P	.87	.66	.30	Su,T,W,Sa
"	IDL P	.75	.56	.20	Dly
"	BRO B	.74	.56	.30	M
"	CRP B	.74	.56	.30	M
"	DAL B	.77	.58	.30	M
"	FTW B	.77	.58	.30	M
"	HOU B	.74	.56	.30	M
"	MIA B	.65	.49	.30	M,F
"	SAT B	.77	.58	.30	M
"	MIA TN	.55	.40	.20	M,W,F
"	PIE AS	.56	.39	.20	M
Halifax, N. S.	BOS T	.07	5.60•	.10	Dly
Hamburg, Germany	IDL S	1.31	.98	.40	Dly except M
"	IDL SS	1.31	.98	.40	Dly
"	IDL BO	1.31	.98	.40	Dly
"	BOS BO	1.29	.97	.40	Th,Sa
"	IDL LH	1.31	.98	.40	Dly
"	IDL K	1.31	.98	.40	Dly
"	YML K	1.27	.95	.40	Su,Th,F
"	BOS P	1.29	.97	.40	Dly
"	CHI P	1.37	1.04	.40	Dly
"	IDL P	1.31	.98	.40	Dly
"	IDL AF	1.31	.98	.40	Dly
"	BOS AF	1.29	.97	.40	Sa
"	CHI AF	1.37	1.04	.40	W,Sa
"	YML AF	1.27	.95	.40	W,Sa
"	IDL SR	1.31	.98	.40	Dly except T
"	IDL SW	1.31	.98	.40	.....
"	LAX SS	1.57	1.24	.40	Dly
Hamilton, Bermuda	IDL P	.20	.15	.10	Dly
"	BOS P	.25	.15	.10	Dly
"	YML T	.25C	.19	.05**W	
"	YTO T	.25C	.19	.05**W	
"	LGA E	.20	.10	.10	Dly
"	MIA BO	.25	.19	.10	W,Sa
"	YML BO	.25	.19	.10	.....
Hamilton (Cont'd)	IDL BO	.20	.15	.10	Su,F,Sa
Hanover, Germany	IDL SS	1.31	.98	.40	Dly
"	IDL SR	1.31	.98	.40	Dly except T
"	IDL BO	1.31	.98	.40	Dly
"	BOS BO	1.29	.97	.40	Th, Sa
"	IDL K	1.31	.98	.40	Dly except Sa
"	IDL LH	1.31	.98	.40	Dly
"	YML K	1.27	.95	.40	Su,Th,F
"	LAX SS	1.57	1.24	.40	Dly
Havana, Cuba	MIA P	.08	.06	.10	Dly
"	CHI DC	.20	.17	.10	Dly
"	YIP DC	.20	.17	.10	Dly
"	HOU DC	.19	.15	.10	Dly
"	MSY DC	.14	.11	.10	Dly
"	STL DC	.19	.16	.10	Dly
"	IND DC	.19	.16	.10	Dly
"	BUJ DC	.19	.15	.10	Dly
"	EVV DC	.19	.15	.10	Dly
"	FWA DC	.20	.17	.10	Dly
"	JAN DC	.17	.14	.10	Dly
"	LIT DC	.20	.18	.10	Dly
"	MEM DC	.17	.14	.10	Dly
"	PUK DC	.19	.15	.10	Dly
"	SHV DC	.19	.16	.10	Dly
"	TOL DC	.20	.17	.10	Dly
"	MKC DC	.21	.18	.10	Dly
"	MIA K	.08	.06	.10	Su,W,F
"	MSY N	.14	.11	.10	Dly
"	MIA N	.08	.06	.10	Dly
"	TPA N	.09	.07	.10	Dly
"	DCA N	.16	.13	.10	Dly
"	IDL N	.18	.14	.10	Dly
"	BAL N	.17	.13	.10	Dly
"	CHS N	.15	.12	.10	Dly
"	JAX N	.12	.09	.10	Dly
"	MOB N	.13	.10	.10	Dly
"	ORF N	.16	.13	.10	Dly
"	SAV N	.13	.10	.10	Dly
"	EWR N	.18	.14	.10	Dly
"	PHL N	.18	.14	.10	Dly
"	BRO B	.21	.18	.10	M
"	CRP B	.20	.17	.10	M
"	DAL B	.19	.16	.10	M
"	FTW B	.19	.16	.10	M
"	HOU B	.18	.15	.10	M
"	SAT B	.20	.17	.10	M
"	PIE AS	.07	.06	.10	M,W,F
Helsinki, Finland	IDL SS	1.47	1.10	.40	Dly
"	IDL SR	1.47	1.10	.40	Dly except T
"	IDL BO	1.47	1.10	.40	Dly
"	BOS BO	1.45	1.09	.40	Th,Sa
"	LAX SS	1.73	1.36	.40	Dly
"	BOS P	1.45	1.09	.40	M,W,F
"	IDL P	1.47	1.10	.40	M,W,F
Hong Kong, Br. Crn. Col.	IDL P	3.42	2.56	.40	Dly except Th
"	CHI P	3.47	2.62	.40	Dly except Th
"	PDX P	2.54	1.91	.40	Su,M,F,Sa
"	SEA P	2.54	1.91	.40	Su
"	LAX P	2.54	1.91	.40	T,Th,Sa
"	SFO P	2.54	1.91	.40	W,F
"	IDL BO	3.42	2.56	.40	Dly
"	BOS BO	3.40	2.55	.40	Th,Sa
"	YML BO	3.37	2.53	.40	.....
"	IDL AF	3.42	2.56	.40	T
"	BOS AF	3.40	2.55	.40	Sa
"	CHI AF	3.47	2.62	.40	W,Sa
"	YML AF	3.37	2.53	.40	W,Sa
"	SFO J	2.54	1.91	.40	Su,T,Th,Sa
Honolulu, T. H.	LAX P	.71	.57	.20	Dly
"	SFO P	.71	.57	.20	Dly
"	PDX P	.71	.57	.20	M,W,F
"	SEA P	.71	.57	.20	M,W,F
"	SFO U	.71	.57	.20	Dly
"	IDL P	1.01	.93	.30	Dly
"	CHI P	.92	.77	.30	Dly
"	LAX U	.71	.57	.20	Dly
"	CHI U	.92	.77	.30	Dly
"	MKE U	.92	.77	.30	Dly
"	CLE U	.97	.80	.30	Dly
"	YIP U	.96	.79	.30	Dly
"	LGA U	1.01	.83	.30	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Honolulu (Cont'd)	DCA U	.99	.83	.30	Dly
"	PHL U	1.01	.83	.30	Dly
"	EWR U	1.01	.83	.30	Dly
"	BDL U	1.02	.84	.30	Dly
"	BOS U	1.02	.84	.30	Dly
"	IDL NW	1.01	.80	.30	M,W,F
"	CHI NW	.92	.77	.30	M,W,F,Sa
"	YIP NW	.96	.79	.30	M,W,F
"	MKE NW	.92	.77	.30	M,W,F,Sa
"	MSP NW	.92	.75	.30	M,W,F,Sa
"	PDX NW	.71	.57	.20	M,W,F,Sa
"	SEA NW	.71	.57	.20	M,W,F,Sa
"	GEG NW	.77	.60	.30	M,W,F,Sa
"	YVR Q	.74	.56	.20	Su
Innsbruck, Austria	IDL SR	1.39	1.04	.40	M,T,F
"	IDL K	1.39	1.04	.40	F
Ipiales, Colombia	MIA AV	.60	.48	.20	Dly ex. Su,M
"	IDL AV	.75	.56	.20	Dly ex. Su,M
Ipoh, Malaya	IDL BO	3.24	2.43	.40	Dly
"	BOS BO	3.22	2.41	.40	Th,Sa
Istanbul, Turkey	IDL K	1.79	1.34	.40	Dly except Sa
"	YML K	1.75	1.31	.40	W,Sa
"	IDL BO	1.79	1.34	.40	Dly
"	BOS BO	1.77	1.33	.40	Th,Sa
"	BOS P	1.77	1.33	.40	Su,M,W,F
"	IDL P	1.79	1.34	.40	Su,M,W,F
"	IDL LI	1.79	1.34	.40	Dly
"	BOS LI	1.77	1.33	.40	M,W
"	IDL AF	1.79	1.34	.40	S,M,T,W,F
"	BOS AF	1.77	1.33	.40	Sa
"	CHI AF	1.85	1.40	.40	W,Sa
"	YML AF	1.75	1.31	.40	W,Sa
"	IDL EL	1.79	1.34	.40	Su,T,F
"	IDL SS	1.79	1.34	.40	M,W,Sa
"	LAX SS	2.05	1.60	.40	M,W,Sa
"	IDL SR	1.79	1.34	.40	Dly ex. T, Th
Jakarta, Java	IDL BO	3.23	2.42	.40	Dly
"	YML BO	3.19	2.39	.40	.....
"	BOS BO	3.21	2.41	.40	Th,Sa
"	IDL K	3.23	2.42	.40	Dly ex. Su,W
"	YML K	3.19	2.39	.40	W,Sa
Jeddah, Saudi Arabia	IDL BO	2.09	1.56	.40	Dly
	BOS BO	2.07	1.55	.40	Th,Sa
Jerusalem, Israel (*See Lydda Israel*)					
Jibuti, Fr. Somaliland	IDL BO	2.30	1.72	.40	Dly
	BOS BO	2.28	1.71	.40	Th,Sa
Johannesburg, U. of So. Africa	IDL EL	2.25	1.69	.40	T,F,Sa
	IDL K	2.25	1.69	.40	T,Sa
"	YML K	2.21	1.66	.40	Sa
"	IDL SR	2.25	1.69	.40	Su,W,Th
"	IDL P	2.15	1.61	.40	Su,Th
"	BOS P	2.24	1.68	.40	Su,Th
"	IDL BO	2.25	1.69	.40	Dly
"	YML BO	2.21	1.66	.40	.....
"	BOS BO	2.24	1.68	.40	Th,Sa
"	IDL S	2.25	1.69	.40	Th,Su
"	IDL SS	2.25	1.69	.40	W
Jos, Nigeria	IDL BO	1.91	1.44	.40	Dly
"	BOS BO	1.90	1.42	.40	Th,Sa
Juneau, Alaska	SEA P	.30	.15	.20	Dly
Kabul, Afganistan	IDL BO	2.56	1.92	.40	Dly
"	BOS BO	2.54	1.91	.40	Th,Sa
Kaduna, Nigeria	IDL BO	1.91	1.44	.40	Dly
"	BOS BO	1.90	1.42	.40	Th,Sa
Kamaran, Aden Colony	IDL BO	2.29	1.71	.40	Dly
	BOS BO	2.27	1.70	.40	Th,Sa
Kano, Nigeria, B.W.A.	IDL BO	1.91	1.44	.40	Dly
	BOS BO	1.90	1.42	.40	Th,Sa
"	YML BO	1.87	1.41	.40	.....
"	IDL AF	1.91	1.44	.40	M,T
"	BOS AF	1.90	1.42	.40	Sa
"	CHI AF	1.97	1.49	.40	W,Sa
"	YML AF	1.87	1.41	.40	W,Sa
"	IDL K	1.91	1.44	.40	T,Sa
"	YML K	1.87	1.41	.40	Sa
"	IDL S	1.91	1.44	.40	Su,T,Th,Sa
Karachi, Pakistan	IDL P	2.51	1.88	.40	Su,T,Th
"	BOS P	2.49	1.87	.40	Su,T,Th
"	LAX P	2.78	2.14	.40	M,W,F,Sa
"	SFO P	2.80	2.14	.40	M,W,F,Sa
"	IDL SR	2.51	1.88	.40	Dly except T
"	IDL SS	2.51	1.88	.40	T,Th,Sa
"	LAX SS	2.78	2.14	.40	T,Th,Sa
"	IDL K	2.47	1.85	.40	Dly
"	YML K	2.47	1.85	.40	W,Sa
"	IDL BO	2.47	1.85	.40	Dly
"	BOS BO	2.49	1.87	.40	Th,Sa
"	YML BO	2.47	1.85	.40	.....
"	IDL AF	2.51	1.88	.40	Su,T,W,F,Sa
"	BOS AF	2.49	1.87	.40	Sa
"	CHI AF	2.57	1.94	.40	W,Sa
"	YML AF	2.47	1.85	.40	W,Sa
Keflavik, Iceland	IDL P	.85	.64	.20	T
Ketchikan, Alaska	SEA P	.25	.14	.10	Dly
Khartoum, Anglo-Egypt, Sudan	IDL BO	2.09	1.57	.40	Dly
	BOS BO	2.07	1.56	.40	Th,Sa
"	YML BO	2.05	1.54	.40	.....
"	IDL SS	2.09	1.57	.40	T,F
"	LAX SS	2.10	1.63	.40	W,Sa
"	IDL K	2.09	1.57	.40	W
Kimberly, S. Africa	IDL BO	2.36	1.77	.40	Dly
"	BOS BO	2.34	1.76	.40	Th,Sa
Kingston, Jamaica	MIA P	.20	.15	.10	Dly
"	MIA K	.20	.15	.10	Dly
"	IDL BO	.30	.23	.20	Sa
"	MIA BO	.20	.15	.10	Dly
"	YML BO	.35	.27	.20	.....
"	YML T	.35	.27	.20	M
"	YTO T	.35c	.26c	.20**	W
"	IDL AV	.30	.23	.20	Su,M,W,Th,F
"	MIA AV	.20	.15	.10	M,W,F,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Kristiansand, Nor. (*See Christiansand, Nor.*)					
Kuala Lampor, Malaya	IDL BO	3.16	2.37	.40	.....
	BOS BO	3.14	2.35	.40	.....
Kumasi, Gold Coast	BOS BO	1.96	1.47	.40	.....
"	YML BO	1.94	1.45	.40	.....
"	IDL BO	1.98	1.48	.40	.....
Kuwait, Kuwait	IDL BO	2.15	1.61	.40	Dly
"	BOS BO	2.13	1.60	.40	Th,Sa
"	YML BO	2.10	1.58	.40	.....
Lagos, Nigeria	IDL BO	1.91	1.44	.40	Dly
"	YML BO	1.87	1.41	.40	.....
"	BOS BO	1.90	1.42	.40	Th,Sa
"	IDL AF	1.91	1.44	.40	F
"	BOS AF	1.90	1.42	.40	Sa
"	CHI AF	1.97	1.49	.40	W,Sa
"	YML AF	1.87	1.41	.40	W,Sa
La Guaira, Venez.	MIA K	.40	.30	.20	Dly
"	IDL LV	.50	.38	.20	Dly except Su
"	MIA LV	.40	.30	.20	Dly except Su
"	IDL P	.50	.38	.20	Dly
"	BRO P	.48	.37	.20	Su,T,F
"	HOU P	.48	.37	.20	Dly
"	MIA P	.40	.30	.20	Dly
"	BUJ DC	.50	.33	.20	Dly
"	CHI DC	.52	.35	.20	Dly
"	YIP DC	.52	.35	.20	Dly
"	ELD DC	.51	.34	.20	Dly
"	EVV DC	.50	.33	.20	Dly
"	FWA DC	.52	.35	.20	Dly
"	GRW DC	.49	.32	.20	Dly
"	HAV DC	.40	.23	.20	Dly
"	HOT DC	.53	.36	.20	Dly
"	HOU DC	.48	.33	.20	Dly
"	IND DC	.51	.34	.20	Dly
"	JAN DC	.49	.32	.20	Dly
"	LIT DC	.51	.34	.20	Dly
"	MEM DC	.49	.32	.20	Dly
"	MSY DC	.45	.30	.20	Dly
"	PUK DC	.50	.33	.20	Dly
"	STL DC	.51	.34	.20	Dly
"	SHV DC	.51	.34	.20	Dly
"	HUF DC	.52	.35	.20	Dly
"	TOL DC	.52	.35	.20	Dly
"	MKC DC	.53	.36	.20	Dly
"	SGF DC	.52	.35	.20	Dly
"	KIN DC	.34	.17	.20	Dly
"	MIA RN	.40	.30	.20	Dly
"	MIA RL	.40	.30	.20	T,Th,Sa
Lahore, Pakistan	IDL BO	2.73	2.07	.40	Dly
"	BOS BO	2.71	2.05	.40	Th,Sa
Lambaurene, F.E.A.	IDL AF	2.25	1.69	.40	W,F
"	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.21	1.66	.40	W,Sa
La Paz, Bolivia	MIA P	1.07	.80	.30	Dly
"	MSY P	1.13	.85	.30	Su,M,T,Th
"	HOU P	1.17	.87	.30	Su,Sa
"	BRO P	1.17	.87	.30	Su,F
"	LAX P	1.29	.97	.40	Su
"	DAL B	1.19	.89	.30	M
"	HOU B	1.16	.87	.30	M
"	BRO B	1.16	.87	.30	M
"	CRP B	1.16	.87	.30	M
"	FTW B	1.19	.89	.30	M
"	MIA B	1.07	.80	.30	M,F
"	SAT B	1.19	.89	.30	M
Leopoldville, Belgian Congo	IDL P	2.25	1.69	.40	Su,Th
	BOS P	2.24	1.68	.40	Su,Th
"	IDL S	2.25	1.69	.40	Su,T,W,Th,Sa
"	IDL BO	2.25	1.69	.40	Dly
"	BOS BO	2.73	2.05	.40	Th,Sa
Lethbridge, Alb., Canada	IDL T	.25	21.70•	.10	Dly
	CTB W	.07	.0478	.10	Dly
Libenge, Bel. Con.	IDL S	2.36	1.77	.40	Th
Libreville, F.E.A.	IDL AF	2.25	1.69	.40	M,W,F
"	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.21	1.66	.40	W,Sa
Lima, Peru	MIA P	.87	.66	.30	Dly
"	MSY P	.93	.70	.30	Dly ex. M,F
"	HOU P	.97	.73	.30	Dly ex. T,F
"	BRO P	.97	.73	.30	M,Th,Sa
"	LAX P	1.09	.82	.30	Su,T,W,Sa
"	MIA B	.87	.65	.30	M,T,Th,F,Sa
"	HOU B	.96	.72	.30	M,T
"	SAT B	.99	.74	.30	M,T
"	BRO B	.96	.72	.30	M,T
"	CRP B	.96	.72	.30	M,T
"	DAL B	.99	.74	.30	M,T
"	FTW B	.99	.74	.30	M,T
"	IDL LV	.97	.73	.30	F
"	MIA LV	.87	.65	.30	F
"	MIA TN	.65	.38	.15	M,W,F
Linz, Austria	IDL K	1.41	1.06	.40	F
"	YML K	1.37	1.03	.40	F
"	IDL BO	1.41	1.06	.40	Dly
"	BOS BO	1.39	1.04	.40	Th,Sa
"	IDL S	1.41	1.06	.40	Dly
"	IDL SR	1.41	1.06	.40	Dly except T
Lisbon, Portugal	IDL P	1.17	.88	.30	M,W,F
"	BOS P	1.15	.87	.30	Su,T,Th,Sa
"	CHI P	1.23	.93	.30	Su,T,Th,Sa
"	IDL S	1.17	.88	.30	T,Sa
"	IDL SR	1.17	.88	.30	Dly except T
"	IDL IB	1.17	.88	.30	W,F
"	IDL AF	1.17	.88	.30	F
"	BOS AF	1.15	.87	.30	Sa
"	CHI AF	1.23	.93	.30	W,Sa
"	YML AF	1.13	.85	.30	W,Sa
"	IDL SS	1.17	.88	.30	M,T,Th,F
"	LAX SS	1.44	1.13	.30	M,Th
"	IDL BO	1.17	.88	.30	Dly
"	BOS BO	1.15	.87	.30	Th,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Lisbon (Cont'd)	IDL TW	1.17	.88	.30	Su,T,Th,F,Sa
"	BOS TW	1.15	.87	.30	T
"	PHL TW	1.19	.90	.30	Su,T,Th,F,Sa
"	CHI TW	1.23	.93	.30	Su,T,Th,F,Sa
"	MKC TW	1.26	.94	.40	Su,T,Th,F,Sa
"	LAX TW	1.44	1.13	.40	M,W,Th,F,Sa
"	IDL K	1.17	.88	.30	Su,M,W,Th,F
"	YML K	1.13	.85	.30	W,F,Sa
Liverpool, England	IDL BO	1.12	.83	.30	Dly
"	BOS BO	1.10	.82	.30	Th,Sa
Livingstone, S. Rhodesia	IDL BO	2.25	1.69	.40	Dly
	BOS BO	2.24	1.68	.40	Th,Sa
London, England	IDL P	1.15	.87	.30	Dly
"	BOS P	1.13	.85	.30	Dly
"	CHI P	1.21	.92	.40	Dly
"	PHL P	1.17	.88	.30	Dly
"	IDL TW	1.15	.87	.30	13 Weekly
"	BOS TW	1.13	.85	.30	Su
"	CHI TW	1.17	.88	.30	13 Weekly
"	PHL TW	1.21	.92	.40	13 Weekly
"	MKC TW	1.24	.93	.40	18 Weekly
"	LAX TW	1.42	1.12	.40	13 Weekly
"	IDL FL	1.15	.87	.30	T,F,Sa
"	IDL S	1.15	.87	.30	Dly except M
"	IDL SW	1.15	.87	.30	.....
"	IDL BO	1.15	.87	.30	Dly
"	YML BO	1.11	.83	.30	.....
"	BOS BO	1.13	.85	.30	Th,Sa
"	IDL SS	1.15	.87	.30	Dly
"	LAX SS	1.42	1.12	.40	Dly
"	IDL AF	1.15	.87	.30	Six Dly
"	BOS AF	1.13	.85	.30	Sa
"	CHI AF	1.21	.92	.40	W,Sa
"	YML AF	1.11	.83	.30	W,Sa
"	IDL K	1.15	.87	.30	Dly
"	YML K	1.11	.83	.30	Su,Th,F
"	YML T	1.11	.83	.30	Dly
"	IDL IB	1.15	.87	.30	W,F
"	IDL SR	1.15	.87	.30	Dly except T
London, Ont., Canada	IDL T	.08	6.40•	.10	Dly
Lourenco Margyes, Mosambique	IDL BO	2.25	1.69	.40	Dly
	BOS BO	2.24	1.68	.40	Th,Sa
Luanda, Angola	IDL AF	2.40	1.80	.40	W
"	BOS AF	2.39	1.79	.40	Sa
"	CHI AF	2.46	1.86	.40	W,Sa
"	IDL BO	2.40	1.80	.40	Dly
"	BOS BO	2.24	1.68	.40	Th,Sa
"	YML AF	2.36	1.77	.40	W,Sa
Lulea, Sweden	IDL SS	1.37	1.02	.40	M
Lusaka, N. Rhodesia	IDL BO	2.25	1.09	.40	Dly
	BOS BO	2.24	1.68	.40	Th,Sa
Luxembourg, Luxembourg	IDL S	1.27	.95	.40	T,W,Th
	IDL K	1.27	.95	.30	Su,Th
Lydda, Israel (*See Tel Aviv*)					
Madrid, Spain	IDL IB	1.29	.97	.40	W,F
"	IDL AF	1.29	.97	.40	M,W,Th,Sa
"	BOS AF	1.27	.95	.40	Sa
"	IDL BO	1.29	.97	.40	Dly
"	BOS BO	1.27	.95	.40	Th,Sa
"	CHI AF	1.35	1.03	.40	W,Sa
"	YML AF	1.25	.94	.30	W,Sa
"	IDL TW	1.29	.97	.40	Su,T,Th,F,Sa
"	BOS TW	1.27	.95	.40	T
"	CHI TW	1.35	1.03	.40	Su,T,Th,F,Sa
"	PHL TW	1.31	.98	.40	Su,T,Th,F,Sa
"	MKC TW	1.38	1.03	.40	Su,T,Th,F,Sa
"	LAX TW	1.56	1.22	.40	M,W,Th,F,Sa
"	IDL K	1.29	.97	.40	Su,Th
"	YML K	1.25	.94	.40	Su,Th
"	IDL S	1.29	.97	.40	T
"	IDL SS	1.29	.97	.40	Dly
"	LAX SS	1.56	1.22	.40	Dly
"	IDL SR	1.29	.97	.40	Dly except T
Magangue, Colombia	IDL AV	.58	.57	.20	Dly
	MIA AV	.47	.35	.20	M,T,W,F,Su
Malmo, Sweden	IDL SS	1.33	1.00	.40	Dly
"	LAX SS	1.60	1.25	.40	Dly
"	IDL BO	1.33	1.00	.40	Dly
"	BOS BO	1.31	.98	.40	Th,Sa
Malta	IDL BO	1.47	1.11	.40	Dly
"	BOS BO	1.46	1.09	.40	Th,Sa
Managua, Nicaragua	MIA P	.38	.29	.20	M,W,F
	MSY P	.44	.33	.20	Sa,Su,T,Th
"	HOU P	.41	.31	.20	Dly
"	BRO P	.39	.30	.20	Dly except Su
"	MSY TA	.30	.20	.20	Dly
"	MEX TA	.25	.16	.10	Dly
"	MIA TN	.30	.20	.15	M,W,F
Manchester, England	IDL S	1.12	.83	.30	Su,T,Th
	IDL K	1.12	.83	.30	Dly except T
"	IDL SR	1.12	.83	.30	Dly
"	IDL BO	1.12	.83	.30	Dly
"	BOS BO	1.10	.82	.30	Dly
"	YML BO	1.08	.80	.30	.....
Manila, Philippines	LAX P	2.50	1.88	.40	Su,M,W,F
"	SFO P	2.50	1.88	.40	Su,M,W,F
"	PDX P	2.49	1.87	.40	Su,M,W,F
"	SEA P	2.50	1.88	.40	Su,M,W,F
"	IDL P	3.38	2.54	.40	Su,M,W,F
"	BOS P	3.37	2.52	.40	M,T,W,F
"	CHI NW	2.71	2.03	.40	Su,T,Sa
"	CLE NW	2.73	2.05	.40	Su,T,Sa
"	YIP NW	2.73	2.05	.40	Su,T,Sa
"	IDL NW	2.77	2.08	.40	Su,T,Sa
"	MKE NW	2.71	2.03	.40	Su,T,Sa
"	MSP NW	2.57	2.00	.40	Su,T,Sa
"	PDX NW	2.53	1.90	.40	Su,T,Sa
"	SEA NW	2.53	1.90	.40	Su,T,Th
"	BOS NW	2.77	2.08	.40	Su,T,Sa
"	IDL AF	3.50	2.63	.40	Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Manila (Cont'd)	BOS AF	3.48	2.61	.40	Sa
"	CHI AF	3.56	2.68	.40	W,Sa
"	YML AF	3.46	2.59	.40	W,Sa
"	IDL SS	3.38	2.54	.40	T,Th
Manizales, Colombia	IDL AV	.54	.48	.20	Dly
	MIA AV	.54	.41	.20	Su,M,T,W,F
Manta, Ecuador	MIA P	.65	.49	.20	T
"	MSY P	.72	.54	.20	T
"	HOU P	.74	.56	.20	M
"	BRO P	.74	.56	.20	M
"	LAX P	.67	.56	.30	Su
Maracaibo, Venezuela	MIA P	.40	.30	.20	Dly
"	IDL P	.50	.38	.20	M,W,Sa
"	MSY P	.45	.34	.20	Su,T,F
"	HOU P	.43	.37	.20	Dly
"	BRO P	.48	.37	.20	M,Th,Sa
"	LAX P	.63	.47	.20	Su,T,W,Sa
"	MIA K	.40	.30	.07	M
"	YML K	.55	.42	.20	M
"	MIA RN	.40	.30	.20	M,Th
"	IDL LV	.50	.37	.20	Dly except Su
"	MIA LV	.41	.31	.20	Dly except Su
Maroua, F.E.A.	IDL AF	2.25	1.69	.40	M,F
"	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.21	1.66	.40	W,Sa
Marseilles, France	IDL AF	1.32	.99	.40	Dly
"	BOS AF	1.30	.98	.40	Sa
"	CHI AF	1.38	1.05	.40	W,Sa
"	YML AF	1.28	.96	.40	.....
Martinique, Fr. W. Ind.	IDL P	.39	.29	.20	Su,T,Th
Mauritius	IDL AF	2.92	2.19	.40	M,T,Sa
"	IDL BO	2.92	2.19	.40	Dly
"	BOS BO	2.90	2.17	.40	Th,Sa
"	BOS AF	2.90	2.17	.40	Sa
"	CHI AF	2.97	2.25	.40	W,Sa
"	YML AF	2.88	2.15	.40	W,Sa
Mayaguez, P. R.	MIA R	.15	.12	.10	Dly
"	IDL R▲▲	.22	.20	.10	Dly
"	BAL R	.22	.18	.10	M,T,W,Th,F
"	BOS R	.26	.21	.10	M,T,W,Th,F
"	CHI R	.32	.25	.20	M,T,W,Th,F
"	CVG R	.29	.23	.20	M,T,W,Th,F
"	CLE R	.28	.22	.10	M,T,W,Th,F
"	MSY R	.31	.23	.20	M,T,W,Th,F
Medan, Malaya	IDL BO	3.23	2.42	.40	Dly
"	BOS BO	3.21	2.41	.40	Th,Sa
Medellin, Colombia	IDL AV	.61	.46	.20	Dly
"	MIA AV	.51	.39	.20	M,W,F,Su
"	MIA P	.51	.39	.20	Su,M,W
"	MSY P	.58	.43	.20	Su,T,Sa
"	BRO P	.60	.45	.20	M,Th
"	HOU P	.60	.45	.20	T,F
"	LAX P	.73	.55	.20	Su,T,W,Sa
Merida, Mexico	MIA P	.25	.19	.10	Dly
"	MSY P	.23	.17	.10	Sa,Su,T,Th
"	HOU P	.33	.25	.20	Dly
"	BRO P	.30	.23	.20	M,Th,Sa
"	LAX P	.32	.28	.20	Dly
Mexico City, Mexico	MIA P	.34	.24	.20	Dly
"	MSY P	.22	.16	.10	Sa,Su,T,Th,F
"	HOU P	.16	.13	.10	Dly
"	BRO P	.14	.11	.10	Dly except Su
"	LAX P	.30	.25	.20	Dly
"	MSY TA	.38	.19	.20	Dly
"	LGA A✈	.35	.28	.20	Dly
"	DCA A✈	.33	.26	.20	Dly
"	BUF A✈	.33	.28	.20	Dly
"	CLE A✈	.31	.25	.20	Dly
"	CHI A✈	.29	.23	.20	Dly
"	DAL A▲▲	.20	.15	.10	Dly
"	LAX A▲▲	.30	.25	.20	Dly
"	ELP A▲▲	.20	.16	.10	Dly
"	SAT A▲▲	.15	.11	.10	Dly
"	IDL AF✈	.35	.28	.20	Dly
Milan, Italy	IDL LI	1.40	1.05	.40	Dly
"	BOS LI	1.38	1.03	.40	M,W
"	IDL BO	1.40	1.05	.40	Dly
"	BOS BO	1.38	1.03	.40	Th,Sa
"	IDL AF	1.40	1.05	.40	Su,T,W,F
Milan (Cont'd)	BOS AF	1.38	1.03	.40	Sa
"	CHI AF	1.46	1.11	.40	W,Sa
"	YML AF	1.36	1.02	.40	W,Sa
"	IDL S	1.40	1.05	.40	Su,T,Th,F
"	IDL K	1.40	1.05	.40	Dly
"	YML K	1.36	1.02	.40	Su,Th,F
"	IDL TW	1.40	1.05	.40	Su,M,W,F
"	BOS TW	1.38	1.03	.40	M,W
"	CHI TW	1.46	1.11	.40	Su,M,W,F
"	PHL TW	1.42	1.07	.40	Su,M,W,F
"	MKC TW	1.49	1.11	.40	Su,M,W,F
"	LAX TW	1.66	1.31	.40	S,T,Th,Sa
"	IDL SS	1.40	1.05	.40	Th,Sa
"	LAX SS	1.66	1.31	.40	W,Th,Sa
"	IDL SR	1.40	1.05	.40	Dly except T
Mogadishu, It. Somaliland	IDL BO	2.25	1.69	.40	Dly
	BOS BO	2.24	1.68	.40	Th,Sa
Mombasa, Kenya	IDL BO	2.25	1.69	.40	Dly
"	BOS BO	2.24	1.68	.40	Th,Sa
Monrovia, Liberia	IDL AF	1.82	1.37	.40	Sa
"	BOS AF	1.80	1.35	.40	Sa
"	CHI AF	1.88	1.42	.40	W,Sa
"	IDL P	1.82	1.37	.40	Th
"	BOS P	1.80	1.35	.40	Th
"	CHI P	1.88	1.42	.40	Th
Montego Bay, Jamaica	MIA P	.20	.15	.10	Dly
"	IDL AV	.30	.23	.20	T,Sa
"	MIA BO	.20	.15	.10	M,W,Sa
"	IDL BO	.30	.23	.10	Sa
"	YML BO	.35	.27	.20	.....
"	BUJ DC	.30	.23	.20	Dly
"	CCS DC	.35	.26	.20	Dly
"	CHI DC	.32	.25	.20	Dly
"	DAL DC	.30	.23	.20	Dly
"	YIP DC	.35	.27	.20	Dly
"	EVV DC	.30	.23	.20	Dly
"	FWA DC	.35	.25	.20	Dly
"	FTW DC	.30	.23	.20	Dly
"	HAV DC	.17	.13	.10	Dly
"	HOU DC	.30	.23	.20	Dly
"	IND DC	.31	.24	.20	Dly
"	JAN DC	.30	.22	.20	Dly
"	MKC DC	.33	.25	.20	Dly
"	LIT DC	.31	.24	.20	Dly
"	MEM DC	.30	.22	.20	Dly
"	MSY DC	.28	.21	.10	Dly
"	PUK DC	.30	.23	.20	Dly
"	STL DC	.31	.24	.20	Dly
"	SHV DC	.30	.23	.20	Dly
Monteria, Colombia	TOL DC	.35	.25	.20	Dly
Monterey, Mexico	IDL AV	.61	.46	.20	Dly
"	DAL A▲▲	.13	.09	.10	Dly
"	ELP A▲▲	.13	.09	.10	Dly
"	LAX A▲▲	.34	.18	.10	Dly
"	SAT A▲▲	.07	.04	.10	Dly
"	LGA A✈	.27	.22	.10	Dly
"	BUF A✈	.25	.21	.10	Dly
"	CLE A✈	.22	.18	.10	Dly
Montevideo, Uruguay	IDL P	1.51	1.13	.40	Dly
"	MIA P	1.43	1.08	.40	Dly
"	MSY P	1.51	1.13	.40	Dly ex. M,W
"	HOU P	1.53	1.15	.40	W,Th,Sa
"	BRO P	1.53	1.15	.40	M,Th
"	LAX P	1.67	1.25	.40	M,W,Th
"	IDL V	1.51	1.13	.40	W,Sa
"	MIA BZ	1.32	.99	.40	T,Th,Sa
Montreal, Que., Canada	LGA E	.07	5.00	.10	Dly
"	IDL T	.08	6.00	.10	Dly
"	CHI T	.13	10.00●	.10	Dly
"	CLE T	.10	8.00●	.10	Dly
"	LGA NE	.08	6.50●	.10	Dly
"	BOS NE	.07	5.50●	.10	Dly
Moscow, U.S.S.R.	IDL SS	1.84	1.50	.40	M,W,F,Sa
"	LAX SS	2.10	1.76	.40	T,W,F,Sa
Mouila, F.E.A.	IDL AF	2.25	1.69	.40	.....
"	BOS AF	2.24	1.68	.40	.....
"	CHI AF	2.31	1.75	.40	.....
"	YML AF	2.21	1.66	.40	.....
Moundou, F.E.A.	IDL AF	2.25	1.69	.40	.....
"	BOS AF	2.24	1.68	.40	.....
"	CHI AF	2.31	1.75	.40	.....
"	YML AF	2.21	1.66	.40	.....
Mozambique, Mozambique	IDL BO	2.25	1.69	.40	Dly
	BOS BO	2.25	1.68	.40	Th,Sa
Munich, Germany	IDL P	1.37	1.03	.40	Dly
"	BOS P	1.35	1.01	.40	Dly
"	CHI P	1.42	1.08	.40	M,T,Th,F,Sa
"	IDL LH	1.37	1.03	.40	Dly
"	IDL SS	1.37	1.03	.40	Dly
"	LAX SS	1.63	1.28	.40	Dly
"	IDL S	1.37	1.03	.40	M,T,W,Sa
"	IDL BO	1.37	1.03	.40	Dly
"	BOS BO	1.35	1.01	.40	Th,Sa
"	IDL AF	1.37	1.03	.40	T,W,Th,Sa
"	BOS AF	1.35	1.01	.40	Sa
"	CHI AF	1.42	1.08	.40	W,Sa
"	YML AF	1.32	.99	.40	W,Sa
"	IDL K	1.37	1.03	.40	Dly
"	YML K	1.32	.99	.40	Su,Th,F
"	IDL LI	1.37	1.03	.40	Dly
"	BOS LI	1.35	1.01	.40	M,W
"	IDL SR	1.37	1.03	.40	Dly except T
"	IDL SW	1.37	1.03	.40	.....
Nairobi, Kenya	IDL BO	2.25	1.69	.40	Dly
"	YML BO	2.21	1.66	.40	.....
"	BOS BO	2.24	1.68	.40	W,F,Sa
"	IDL AF	2.25	1.69	.40	F,T
"	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.21	1.66	.40	W,Sa
"	IDL SS	2.25	1.69	.40	F
"	LAX SS	2.10	1.63	.40	Sa
Naples, Italy	IDL LI	1.49	1.12	.40	Dly
"	BOS LI	1.47	1.11	.40	M,W
"	IDL S	1.49	1.12	.40	Sa
Nassau, Bahamas	MIA P	.07	.05	.10	3 Dly
"	YML T**	.22	.17	.10	M
"	YTO T**	.21	.17	.10	M
"	IDL BO	.17	.13	.10	Dly
"	MIA BO	.07	.05	.10	Dly
"	YML BO	.22	.17	.10	.....
N'Dola, N. Rhodesia	IDL BO	2.25	1.69	.40	Dly
	BOS BO	2.24	1.68	.40	Th,Sa
N'Gaoundere, F.E.A.	IDL AF	2.25	1.69	.40	F
"	BOS AF	2.24	1.68	.40	.....
"	CHI AF	2.31	1.75	.40	.....
"	YML AF	2.21	1.66	.40	.....
Niamey, Fr. W. Afr.	IDL AF	1.91	1.44	.40	M,F
"	BOS AF	1.90	1.42	.40	F
"	CHI AF	1.97	1.49	.40	.....
"	YML AF	1.87	1.41	.40	.....
Nice, France	IDL S	1.32	.99	.40	W,Th,F,Sa
"	IDL AF	1.32	.99	.40	Dly
"	BOS AF	1.30	.98	.40	Sa
"	CHI AF	1.38	1.05	.40	W,Sa
"	YML AF	1.28	.96	.40	W,Sa
"	IDL P	1.32	.99	.40	T,Sa
"	BOS P	1.30	.98	.40	T,Sa
"	IDL K	1.32	.99	.40	Su,Th,F
"	YML K	1.28	.96	.40	M,Th,Sa
"	IDL SR	1.32	.99	.40	Dly except T
"	IDL SS	1.32	.99	.40	T,W,Th,Sa
"	LAX SS	1.59	1.25	.40	W,Sa
"	IDL BO	1.32	.99	.40	Dly
"	BOS BO	1.30	.98	.40	Th,Sa
Nicosia, Cyprus	IDL BO	1.74	1.30	.40	Dly
"	YML BO	1.70	1.27	.40	.....
"	BOS BO	1.72	1.29	.40	Th,Sa
"	IDL EL	1.74	1.30	.40	T,F,Sa
Nome, Alaska	SEA P	.55	.26	.20	T,Th,Sa
Norrkoping, Sweden	IDL SS	1.17	.88	.30	Dly
North Bay, Ont., Canada	IDL T	.09	8.30●	.10	Dly
Nuremberg, Germany	IDL K	1.34	1.01	.40	Dly
"	YML K	1.30	.98	.40	Su,Th,F
"	IDL AF	1.34	1.01	.40	Dly except F
"	BOS AF	1.32	.99	.40	Sa
"	CHI AF	1.40	1.06	.40	W,Sa
"	YML AF	1.30	.98	.40	W,Sa
"	IDL SR	1.34	1.01	.40	Dly except T
"	IDL SW	1.34	1.01	.40	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Nuremberg (Cont'd)	IDL P	1.34	1.01	.40	Dly
"	BOS P	1.32	.99	.40	Dly
Okinawa	CHI NW	2.77	2.03	.40	Su,T,Th,Sa
"	YIP NW	2.72	2.04	.40	Su,T,Th,Sa
"	MKE NW	2.70	2.03	.40	Su,T,Th,Sa
"	MSP NW	2.66	2.00	.40	Su,T,Th,Sa
"	IDL NW	2.76	2.07	.40	Su,T,Th,Sa
"	PDX NW	2.52	1.89	.40	Su,T,Th,Sa
"	SEA NW	2.52	1.89	.40	Su,T,Th,Sa
"	SFO J	2.52	1.89	.40	Su,T,Th,Sa
Oran, Algeria	IDL AF	1.42	1.06	.40	T,W,Th,Sa,Su
"	BOS AF	1.40	1.05	.40	Sa
"	CHI AF	1.47	1.12	.40	W,Sa
"	YML AF	1.37	1.03	.40	W,Sa
Oruro, Bolivia	MIA P	1.11	.83	.30	Su
"	MSY P	1.17	.87	.30	F
"	HOU P	1.19	.90	.30	F
"	BRO P	1.19	.90	.30	Sa
"	LAX P	1.32	1.00	.40	Su
Osaka, Japan	SFO J	2.60	1.96	.40	Su,T,Th,Sa
Oslo, Norway	IDL SS	1.31	.98	.40	Dly
"	LAX SS	1.57	1.24	.40	Dly
"	IDL SR	1.31	.98	.40	Dly except T
"	IDL K	1.31	.98	.40	Su,W,Th,F
"	YML K	1.27	.95	.30	W
"	BOS P	1.29	.97	.40	Su
"	IDL P	1.31	.98	.40	Su
Ottawa, Ont., Canada	LGA E	.07	5.10•	.10	Dly
"	IDL T	.09	7.00•	.10	Dly
Pala, F.E.A.	IDL AF	1.42	1.06	.40	.....
"	BOS AF	1.40	1.05	.40	.....
"	CHI AF	1.47	1.12	.40	.....
"	YML AF	1.37	1.03	.40	.....
Palembang, Sumatra	IDL BO	3.19	2.39	.40	Dly
"	BOS BO	3.18	2.38	.40	Th,Sa
Palermo, Italy	IDL LI	1.55	1.17	.40	Dly
"	BOS LI	1.53	1.15	.40	M,W
Palma, Majorca	IDL IB	1.37	1.03	.40	M,W,F
"	IDL AF	1.37	1.03	.40	.....
"	BOS AF	1.35	1.01	.40	.....
"	CHI AF	1.42	1.08	.40	.....
"	YML AF	1.32	.99	.40	.....
"	IDL K	1.37	1.03	.40	M,W,F
Panama City, Pan.	MIA P	.39	.30	.20	Dly
"	MSY P	.45	.34	.20	Su,M,W,Sa
"	HOU P	.48	.37	.20	Dly
"	BRO P	.48	.37	.20	Su,T,F
"	LAX P	.61	.41	.20	Dly
"	HOU B	.48	.36	.20	M,T
"	CRP B	.48	.36	.20	M,T
"	DAL B	.51	.38	.20	M,T
"	BRO B	.48	.36	.20	M,T
"	FTW B	.51	.38	.20	M,T
"	MIA B	.39	.20	.20	M,T,Th,F,Sa
"	SAT B	.51	.38	.20	M,T
"	MSY TA	.45	.24	.20	Dly
"	MIA K	.39	.29	.20	T,F
"	YML K	.54	.41	.20	F
"	PIE AS	.39	.19	.20	M,W
"	IDL LV	.49	.37	.20	Su,W,Sa
Pantelleria, Italy	IDL LI	1.55	1.14	.40	Dly
"	BOS LI	1.52	1.13	.40	M,W
Paramaribo, Surinam	IDL P	.64	.48	.20	Su,T
"	MIA P	.57	.43	.20	Su,T
"	MSY P	.64	.48	.20	T
"	HOU P	.68	.51	.20	T
"	BRO P	.68	.51	.20	T
"	LAX P	.81	.61	.30	W
"	MIA K	.57	.43	.20	Su,Th,Sa
Paris, France	IDL S	1.22	.92	.40	Dly except M
"	IDL EL	1.22	.92	.40	T,F,Sa
"	IDL BO	1.22	.92	.40	Dly
"	BOS BO	1.21	.91	.40	Th,Sa
"	IDL SS	1.22	.92	.40	Dly
"	LAX SS	1.46	1.17	.40	Dly
"	IDL IB	1.22	.92	.40	M,W,F
"	IDL SR	1.22	.92	.40	Dly except T
"	IDL AF	1.22	.92	.40	Dly
"	BOS AF	1.21	.91	.40	Sa
"	CHI AF	1.28	.98	.40	W,Sa
"	YML AF	1.18	.89	.30	W,Sa
"	IDL K	1.22	.92	.40	Dly
"	YML K	1.18	.89	.30	Su,Th,F
"	IDL LI	1.22	.92	.40	Dly
"	BOS LI	1.21	.91	.40	M,W
"	IDL LH	1.22	.92	.40	Su,W
"	IDL TW	1.22	.92	.40	13 Weekly
"	BOS TW	1.21	.91	.40	M,W
"	CHI TW	1.28	.98	.40	13 Weekly
"	PHL TW	1.24	.94	.40	13 Weekly
"	MKC TW	1.32	.98	.40	13 Weekly
"	LAX TW	1.46	1.17	.40	13 Weekly
"	IDL P	1.22	.92	.40	Dly
"	BOS P	1.21	.91	.40	Su,T,Th
Pereira, Colombia	IDL AV	.64	.48	.20	T,W,Th,F,Sa
"	MIA AV	.54	.41	.20	T,W,Th,F,Sa
Pisa, Italy	IDL LI	1.38	1.03	.40	Dly
"	BOS LI	1.36	1.01	.40	M,W
Pointe a Pitre, Guad.	IDL P	.35	.27	.20	Su,T,Th
"	MIA P	.29	.22	.20	Su,T,Th
Pointe Noire, F.E.A.	IDL AF	2.25	1.69	.40	.....
"	BOS AF	2.24	1.68	.40	.....
"	CHI AF	2.31	1.75	.40	.....
Ponce, P. R.	MIA R	.15	.12	.10	T,Th
"	IDL R	.22	.20	.10	Su,W,F
"	BAL R	.22	.18	.10	M,T,W,Th,
"	BOS R	.26	.21	.10	M,T,W,Th,F
"	CHI R	.32	.25	.20	M,T,W,Th,F
"	CVG R	.29	.23	.20	M,T,W,Th,F
"	CLE R	.28	.22	.10	M,T,W,Th,F
"	YIP R	.29	.23	.20	M,T,W,Th,F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Port au Prince, Haiti	MIA P	.15	.12	.10	2 Dly
"	IDL P	.25	.21	.10	Dly
"	CHI DC	.28	.24	.10	M,T,Sa
"	YIP DC	.27	.23	.10	M,T,Sa
"	HOU DC	.25	.22	.10	M,T,Sa
"	MSY DC	.22	.18	.10	M,T,Sa
"	MEM DC	.26	.21	.10	M,T,Sa
Port Elizabeth, S. Africa	IDL BO	2.45	1.84	.40	Dly
"	BOS BO	2.42	1.82	.40	Th,Sa
Port Gentil	IDL AF	2.25	1.69	.40	.....
"	BOS AF	2.24	1.68	.40	.....
"	CHI AF	2.31	1.75	.40	.....
"	YML AF	2.21	1.66	.40	.....
Port Harcourt, Nigeria	IDL BO	2.08	1.56	.40	Dly
"	BOS BO	2.06	1.55	.40	Th,Sa
Port of Spain, Trinidad	IDL P	.45	.34	.20	Su,T,Th,F
"	MIA P	.38	.29	.20	Dly
"	MSY P	.45	.34	.20	T,Th,F
"	HOU P	.48	.37	.20	M,W,Th,Sa
"	BRO P	.48	.37	.20	T,Th
"	LAX P	.63	.48	.20	Su,M,W
"	YML T	.50	.38	.20	W
"	YTO T	.50	.38	.20	W
"	MIA K	.38	.29	.20	M,T,Th,Sa
"	IDL BO	.45	.34	.20	Dly
"	YML BO	.50	.38	.20	.....
"	MIA BO	.38	.29	.20	.....
"	IDL AF	.45	.34	.20	F
"	IDL LV	.50	.38	.20	Dly except Su
"	MIA BZ	.27	.19	.10	Su,T,Th
Port Sudan, Ang. Eg. Sudan	BOS BO	2.09	1.57	.40	Th,Sa
"	YML BO	2.07	1.55	.40	.....
"	IDL BO	2.11	1.58	.40	.....
Porto Alegre, Brazil	IDL P	1.48	1.12	.40	Su,T,F
"	MIA P	1.42	1.07	.40	M,Th,Sa
"	MSY P	1.70	1.27	.40	M,Th,F,Sa
"	HOU P	1.88	1.41	.40	Su,Th,F
"	BRO P	1.80	1.36	.40	Su,F
"	LAX P	2.14	2.14	.40	Su,T,W
"	IDL V	1.48	1.12	.40	W,Sa
"	MIA RL	1.22	.80	.40	T,Th,Sa
Prague, Czechoslovakia	IDL S	1.41	1.06	.40	Su,W,F
"	IDL K	1.41	1.06	.40	M,T,Th
"	IDL SR	1.41	1.06	.40	Dly
"	IDL BO	1.41	1.06	.40	Dly
"	BOS BO	1.39	1.05	.40	Th,Sa
"	LAX SS	1.68	1.32	.40	Dly
"	IDL SS	1.41	1.06	.40	Dly
"	IDL AF	1.41	1.06	.40	Dly except Su
"	BOS AF	1.39	1.05	.40	Sa
"	CHI AF	1.47	1.12	.40	W,Sa
"	YML AF	1.37	1.03	.40	W,Sa
Prestwick, Scotland	IDL SS	1.08	.82	.30	Dly
"	YML T**	1.04	.78	.20	T,Th,Sa
"	IDL BO	1.08	.82	.30	Dly
"	YML BO	1.04	.78	.30	.....
"	BOS BO	1.07	.80	.30	Th,Sa
"	IDL P	1.08	.82	.30	Dly
"	BOS P	1.07	.80	.30	Dly
Puerto Saurez, Bol.	MIA P	1.17	.87	.30	M,Sa
"	HOU P	1.26	.94	.40	Su,F
"	BRO P	1.26	.94	.40	Su,F
"	MSY P	1.22	.92	.40	M,Sa
"	LAX P	1.39	1.05	.40	Su
Quito, Ecuador	MSY P	.70	.53	.20	Su,T,W
"	HOU P	.73	.55	.20	T,Th,F
"	BRO P	.73	.55	.20	F
"	IDL AV	.74	.56	.20	M,W,F
"	MIA AV	.64	.48	.20	M,W,F
"	PIE AS	.56	.39	.20	M
Rabat, Fr. Mor.	IDL AF	1.33	1.00	.40	.....
"	BOS AF	1.32	.98	.40	.....
"	CHI AF	1.39	1.06	.40	.....
"	YML AF	1.29	.97	.40	.....
Rangoon, Burma	IDL BO	2.95	2.21	.40	Dly
"	YML BO	2.91	2.18	.40	.....
"	BOS BO	2.93	2.20	.40	Th,Sa
"	IDL K	2.95	2.21	.40	T,W,Sa
"	IDL SR	2.95	2.21	.40	M,F,Sa
"	IDL SS	2.95	2.21	.40	Sa
"	IDL P	2.95	2.21	.40	Su,Th,F,Sa
"	BOS P	2.93	2.20	.40	Su,Th,F,Sa
"	SFO P	2.82	2.28	.40	W,Sa
"	LAX P	2.82	2.28	.40	W,Sa
Recife (Pernamburco) Brazil	IDL P	1.48	1.48	.40	Dly
"	MIA P	1.17	.87	.30	M,W,F
"	BRO P	1.56	1.56	.40	Dly
"	HOU P	1.65	1.65	.40	M,Sa
"	LAX P	1.85	1.85	.40	M,F
"	MSY P	1.51	1.51	.40	Su,W
"	MIA BZ	1.00	.77	.20	T,Th,Sa
Reggio Calabria, Italy	IDL LI	1.48	1.12	.40	Dly
	BOS LI	1.46	1.11	.40	M,W
Regina, Sask., Canada	IDL T	.21	17.80•	.10	Dly
Reunion Island	IDL AF	2.84	2.13	.40	M,T,F
"	BOS AF	2.82	2.12	.40	Sa
"	CHI AF	2.90	2.19	.40	W,Sa
"	YML AF	2.80	2.10	.30	.....
Rio de Janeiro, Bra.	IDL P	1.42	1.07	.40	Dly
"	MIA P	1.32	1.00	.40	Dly
"	MSY P	1.53	1.16	.40	T,F
"	HOU P	1.42	1.07	.40	T,F
"	BRO P	1.67	1.26	.40	T,F
"	LAX P	1.57	1.18	.40	Su,T,W
"	IDL V	1.42	1.07	.40	W,Sa
"	MIA BZ	1.20	.84	.30	T,Th,Sa
"	DAL B	1.42	1.07	.40	T
"	HOU B	1.38	1.04	.40	T
"	BRO B	1.38	1.04	.40	T

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Rio de Jan'o (Cont'd)	CRP B	1.38	1.04	.40	T
"	FTW B	1.42	1.07	.40	T
"	SAT B	1.42	1.07	.40	T
"	MIA B	1.27	.96	.40	T,Th,Sa
Robertsfield, Lib.	IDL AF	1.82	1.37	.40	W
"	BOS AF	1.80	1.35	.40	Sa
"	CHI AF	1.88	1.42	.40	W,Sa
"	YML AF	1.78	1.33	.40	W,Sa
"	IDL P	1.75	1.31	.40	Th
"	BOS P	1.73	1.30	.40	Th
Robore, Bolivia	MIA P	1.17	.87	.30	M
"	MSY P	1.22	.92	.40	M
"	HOU P	1.26	.94	.40	Su
Rome, Italy	IDL S	1.46	1.09	.40	Su,W
"	IDL LI	1.46	1.09	.40	Dly
"	BOS LI	1.44	1.08	.40	M,W
"	IDL BO	1.46	1.09	.40	Dly
"	BOS BO	1.44	1.08	.40	Th,Sa
"	YML BO	1.42	1.06	...	.....
"	IDL EL	1.46	1.09	.40	T,F,Sa
"	IDL SS	1.46	1.09	.40	Dly
"	LAX SS	1.72	1.35	.40	Dly
"	IDL AF	1.46	1.09	.40	Dly
"	BOS AF	1.44	1.08	.40	Sa
"	CHI AF	1.52	1.15	.40	W,Sa
"	YML AF	1.42	1.06	.40	W,Sa
"	IDL K	1.46	1.09	.40	Dly
"	YML K	1.42	1.06	.40	T,Th,F
"	IDL TW	1.46	1.09	.40	17 Weekly
"	BOS TW	1.44	1.08	.40	M,T,W
"	CHI TW	1.52	1.15	.40	17 Weekly
"	PHL TW	1.47	1.15	.40	17 Weekly
"	MKC TW	1.55	1.15	.40	17 Weekly
"	LAX TW	1.72	1.35	.40	17 Weekly
"	IDL SR	1.46	1.09	.40	Dly except T
"	IDL P	1.46	1.09	.40	Dly
"	BOS P	1.44	1.08	.40	Dly
"	CHI P	1.52	1.15	.40	Dly
"	IDL SW	1.46	1.09	.40	.....
"	IDL IB	1.46	1.09	.40	M,W,F
Saigon, Indo-China	IDL AF	3.27	2.45	.40	Su,T,W,F,Sa
"	BOS AF	3.26	2.44	.40	Sa
"	CHI AF	3.33	2.51	.40	W,Sa
"	YML AF	3.23	2.42	.40	W,Sa
"	IDL BO	3.27	2.45	.40	Dly
"	BOS BO	3.26	2.44	.40	Th,Sa
St. Croix, Virg. Is.	IDL P	.27	.21	.10	Su,T,Th
"	MIA P	.20	.15	.10	Su,T,Th
St. John, N. B.	BOS T	.05	4.20•	.10	Dly
St. Johns, Antigua, B.W.I.	IDL P	.34	.26	.20	Su,M,T,Th
	MIA P	.25	.19	.10	Su,M,T,Th
St. John, N. F.	BOS T	.15	12.30•	.10	Dly
St. Kitts, B.W.I.	MIA K	.26	.20	.10	W
St. Thomas, Virgin Is. (U.S.)	IDL P	.26	.21	.10	Su,T,Th
	MIA P	.19	.15	.10	Su,T,Th
	YML BO	.31	.25	.20	.....
Salisbury, So. Rhod.	IDL BO	2.25	1.69	.40	Dly
"	BOS BO	2.24	1.68	.40	.....
"	YML BO	2.21	1.66	.40	.....
Salta, Argentina	MIA P	1.24	.93	.40	Sa
"	MSY P	1.30	.98	.40	Sa
"	HOU P	1.33	1.00	.40	F
Salsburg, Austria	IDL K	1.39	1.04	.40	M,W,Th,Sa
"	IDL SR	1.39	1.04	.40	Dly except T
"	IDL S	1.39	1.04	.40	F
"	IDL S	1.33	1.00	.40	F
San Ignacio de Velasco, Bolivia	MIA P	1.17	.87	.30	M
"	MSY P	1.22	.92	.40	M
"	HOU P	1.26	.94	.40	Su
"	BRO P	1.26	.94	.40	Su
"	LAX P	1.39	1.05	.40	Su
San Jose, Bolivia	MIA P	1.16	.63	.30	M,Th
"	MSY P	1.22	.92	.40	M,Th
San Jose, Costa Rica	MIA P	.25	.23	.10	M,F
"	MSY P	.45	.34	.20	Su,M,W,Sa
"	HOU P	.48	.36	.20	M,Th
"	BRO P	.45	.34	.20	T,F
"	LAX P	.61	.46	.20	Su,W,F
"	MSY TA	.34	.22	.20	Dly except Su
"	MEX TA	.31	.20	.20	Dly except Su
"	MIA K	.39	.22	.20	M,F
San Juan, Puerto Rico	IDL P	.22	.20	.10	Four Daily
	MIA P	.15	.12	.10	Four Daily
"	MIA R	.15	.12	.10	Dly
"	IDL R▲▲	.22	.20	.10	Dly
"	BAL R	.22	.18	.10	M,T,W,Th,F
"	BOS R	.26	.21	.10	M,T,W,Th,F
"	CHI R	.32	.25	.10	M,T,W,Th,F
"	CVG R	.29	.23	.10	M,T,W,Th,F
"	CLE R	.28	.22	.10	M,T,W,Th,F
"	YIP R	.29	.23	.10	M,T,W,Th,F
"	CHI DC	.32	.25	.20	M,Th,Sa
"	YIP DC	.31	.24	.20	M,Th,Sa
"	MEM DC	.26	.21	.10	Sa
"	CHI E▲▲	.32	.25	.20	Dly
"	YIP E▲▲	.29	.23	.20	Dly
"	IDL E▲▲	.22	.20	.10	Three Dly
"	MIA E▲▲	.15	.12	.10	Dly
"	BAL E	.22	.18	.10	.....
"	BOS E	.26	.21	.10	.....
"	CLE E	.28	.22	.10	.....
"	MEM E	.28	.22	.10	.....
San Salvador, El Salvador	MIA P	.37	.28	.20	M,W,F,Sa
	MSY P	.39	.29	.20	Sa,Su,T,Th
"	HOU P	.36	.28	.20	Dly
"	BRO P	.34	.26	.20	Dly except Su
"	LAX P	.50	.38	.20	Su,W,Sa
"	MSY TA	.30	.18	.10	Dly
"	MEX TA	.20	.13	.10	Dly
"	PIE AS	.30	.18	.10	Dly
"	MIA TN	.30	.18	.15	M,Th

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Santa Cruz, Bolivia.	MIA P	1.17	.87	.30	M,Th
"	MSY P	1.22	.92	.40	M,Th
"	HOU P	1.24	.93	.40	Su,W
"	BRO P	1.24	.93	.40	Su,T
"	LAX P	1.37	1.03	.40	Su,W
Santa Maria, Azores	IDL P	.86	.65	.30	Su,T,Th,Sa
"	BOS P	.84	.64	.30	Su,Th,Sa
"	IDL TW	.86	.65	.30	Su,T
"	BOS TW	.84	.64	.30	T
"	CHI TW	.92	.70	.30	Su,T
"	PHL TW	.88	.67	.30	Su,T
"	MKC TW	.99	.76	.30	Su,T
"	LAX TW	1.13	.90	.30	M,Sa
Santa Marta, Colombia	IDL AV	.56	.43	.20	M,Th,Sa
	MIA AV	.46	.35	.20	Su,M,W,Th
Santiago, Chile.....	MIA P	1.31	.98	.40	Dly
"	IDL P	1.41	1.06	.40	Dly
"	MSY P	1.37	1.03	.40	Dly
"	HOU P	1.41	1.06	.40	Dly
"	BRO P	1.41	1.06	.40	Su,T,F,Sa
"	LAX P	1.53	1.15	.40	M,Th,Sa
Sao Luis, Brazil....	MIA BZ	.89	.59	.30	T,Th,Sa
Sao Paulo, Brazil...	IDL P	1.42	1.07	.30	Dly except M
"	MIA P	1.32	1.00	.30	Th
"	MSY P	1.53	1.16	.40	W
"	HOU P	1.42	1.07	.40	T
"	BRO P	1.67	1.26	.40	T
"	LAX P	1.57	1.18	.40	T,Sa
"	SFO P	1.57	1.18	.40	T,Sa
"	IDL V	1.33	1.02	.40	W,Sa
"	MIA BZ	1.20	.84	.30	T,Th,Sa
"	BRO B	1.38	1.04	.40	T
"	CRP B	1.38	1.04	.40	T
"	DAL B	1.42	1.07	.40	T
"	FTW B	1.42	1.07	.40	T
"	HOU B	1.38	1.04	.40	T
"	MIA B	1.27	.96	.40	T,Th,Sa
"	SAT B	1.42	1.07	.40	T
Seoul, Korea.....	CHI NW	2.70	2.03	.40	Su,T,Th
"	YIP NW	2.72	2.04	.40	Su,T,Th
"	MKE NW	2.70	2.03	.40	Su,T,Th
"	MSP NW	2.66	2.00	.40	Su,T,Th
"	IDL NW	2.76	2.07	.40	Su,T,Th
"	PDX NW	2.52	1.89	.40	Su,T,Th
"	SEA NW	2.52	1.89	.40	Su,T,Th
"	BOS NW	2.76	2.07	.40	Su,T,Th
Shannon, Eire.....	IDL P	1.04	.78	.30	Dly
"	BOS P	1.03	.77	.30	Dly
"	IDL LI	1.04	.78	.30	Dly
"	BOS LI	1.03	.77	.30	M,W
"	IDL TW	1.04	.78	.30	8 Weekly
"	BOS TW	1.03	.77	.30	Su,M,W
"	PHL TW	1.06	.80	.30	8 Weekly
"	CHI TW	1.10	.84	.30	8 Weekly
"	MKC TW	1.13	.84	.30	8 Weekly
"	LAX TW	1.31	1.04	.40	8 Weekly
"	IDL SR	1.04	.78	.30	Su
"	IDL K	1.04	.78	.30	Dly
"	IDL SW	1.04	.78	.30	.....
"	IDL S	1.04	.78	.30	W,F,Sa
"	IDL LH	1.04	.78	.30	M,T,F,Sa
Singapore, Mal. St..	IDL BO	3.16	2.37	.40	Dly
"	YML BO	3.12	2.34	.40	.....
"	BOS BO	3.14	2.35	.40	Th,Sa
"	SFO P	2.50	1.88	.40	M,F
"	LAX P	2.50	1.88	.40	M,F
"	IDL K	3.16	2.37	.40	Su,W,Sa
"	YML K	3.12	2.34	.40	Sa,W
Sofia, Bulgaria.....	IDL K	1.68	1.26	.40	Th
Stanleyville, Bel. Congo	IDL S	2.25	1.69	.40	Su,T,W,Th,F, Sa
Stavenger, Norway.	IDL SS	1.31	.98	.40	Dly
"	LAX SS	1.57	1.24	.40	Dly
"	IDL BO	1.33	1.00	.40	Dly
"	BOS BO	1.31	.98	.40	Th,Sa
Stockholm, Sweden.	IDL SS	1.33	1.00	.40	Dly
"	LAX SS	1.60	1.25	.40	Dly
"	IDL SR	1.33	1.00	.40	Dly except T
"	IDL K	1.33	1.00	.40	Dly
"	YML K	1.29	.97	.40	Su,Th,F
"	IDL S	1.33	1.00	.40	Dly except M
Stockholm (Cont'd)	IDL P	1.33	1.00	.40	Dly
"	BOS P	1.31	.98	.40	Dly
"	IDL AF	1.33	1.00	.40	Su,M,Th,F
"	BOS AF	1.31	.98	.40	Sa
"	CHI AF	1.39	1.06	.40	W,Sa
"	YML AF	1.29	.97	.40	W,Sa
Stuttgart, Germany.	IDL P	1.32	.99	.40	Dly
"	BOS P	1.30	.98	.40	Dly
"	IDL BO	1.32	.99	.40	Dly
"	BOS BO	1.30	.98	.40	Tu,Sa
"	IDL LH	1.32	.99	.40	Dly
"	IDL S	1.32	.99	.40	T,W,Th,F
"	IDL SS	1.32	.99	.40	Dly
"	LAX SS	1.59	1.25	.40	Dly
"	IDL SR	1.32	.99	.40	Dly except T
"	IDL K	1.32	.99	.40	Dly
"	YML K	1.28	.96	.40	Su,Th,F
"	IDL SW	1.32	.99	.40	.....
"	IDL AF	1.32	.99	.40	Dly except F
"	BOS AF	1.30	.98	.40	Sa
"	CHI AF	1.38	1.05	.40	W,Sa
"	YML AF	1.28	.96	.40	W,Sa
"	IDL SW	1.32	.99	.40	.....
Suva, Fiji Islands..	SFO P	1.78	1.36	.40	M,T,Th,Sa
Sydney, Australia..	LAX P	2.21	1.66	.40	M,T,Th,Sa
"	SFO P	2.21	1.66	.40	M,T,Th,Sa
"	SEA P	2.21	1.66	.40	M,T,Th,Sa
"	PDX P	2.21	1.66	.40	M,T,Th,Sa
"	SFO Q	2.20	1.66	.40	M,W,Th,Sa
"	YVR Q	2.20	1.66	.40	Su
"	IDL K	3.56	2.67	.40	F
"	YML K	3.52	2.64	.40	Sa
"	IDL BO	3.56	2.67	.40	Dly
"	YML BO	3.56	2.67	.40	.....
"	BOS BO	3.54	2.65	.40	Th,Sa
Sydney, N. S....	BOS T	.09	7.40*	.10	Dly
Taipeh, Formosa..	IDL NW	2.77	2.08	.40	T,Th,Sa
"	YIP NW	2.73	2.05	.40	T,Th,Sa
"	MKE NW	2.71	2.03	.40	T,Th,Sa
"	MSP NW	2.67	2.00	.40	T,Th,Sa
"	CHI NW	2.71	2.03	.40	T,Th,Sa
"	PDX NW	2.53	1.90	.40	T,Th,Sa
"	SEA NW	2.53	1.90	.40	T,Th,Sa
"	BOS NW	2.77	2.08	.40	T,Th,Sa
Takoradi (Gold Coast)	IDL BO	1.98	1.48	.40	Dly
	BOS BO	1.96	1.47	.40	Dly
"	YML BO	1.94	1.45	.40	.....
Talara, Peru.....	MIA P	.73	.55	.20	Dly ex. Th,Sa
"	MSY P	.78	.59	.30	Su,M,T,F
"	BRO P	.82	.62	.30	M,Th,Sa
"	HOU P	.82	.62	.30	Su,W,F
Tampico, Mexico...	HOU P	.13	.09	.10	Dly
"	BRO P	.10	.08	.10	T,W,F
"	LAX P	.36	.29	.20	Dly
Tananarive, Madagascar	IDL AF	2.66	1.99	.40	M,W,F
	BOS AF	2.64	1.98	.40	F
"	CHI AF	2.71	2.05	.40	.....
"	YML AF	2.62	1.96	.40	.....
"	IDL BO	2.66	1.99	.40	Dly
"	BOS BO	2.64	1.98	.40	Th,Sa
Tanga, Tanganyika.	IDL BO	2.25	1.69	.40	Dly
"	BOS BO	2.24	1.68	.40	Th,Sa
Tangier, Morocco...	IDL AF	1.32	.99	.40	Sa,Su,T
"	BOS AF	1.30	.98	.40	Sa
"	CHI AF	1.37	1.04	.40	W,Sa
"	YML AF	1.27	.96	.40	W,Sa
"	IDL BO	1.32	.99	.40	Dly
"	BOS BO	1.30	.98	.40	Th,Sa
Tapachula, Mexico.	MIA P	.43	.32	.20	Dly
"	MSY P	.39	.19	.20	Sa,Su,T,Th
"	HOU P	.29	.22	.20	Dly
"	BRO P	.28	.21	.10	Dly except Su
"	LAX P	.43	.33	.20	Dly
Tegucigalpa, Hon...	MIA P	.37	.28	.20	W,F,Sa
"	MSY P	.40	.30	.20	Sa,Su,T,Th
"	HOU P	.30	.30	.20	Su,T,W,Sa
"	BRO P	.38	.29	.20	T,F
"	LAX P	.53	.38	.20	Dly ex. M,W
"	MSY TA	.30	.18	.20	Dly except Su
"	MEX TA	.23	.16	.20	Dly except Su
"	MIA TN	.25	.18	.15	M,W
Teheran, Iran.....	IDL AF	2.23	1.67	.40	Th,Su
"	BOS AF	2.21	1.66	.40	Sa
"	CHI AF	2.29	1.73	.40	W,Sa
"	YML AF	2.19	1.64	.40	W,Sa
"	IDL SR	2.23	1.67	.40	M,W,F,Sa
"	IDL K	2.23	1.67	.40	M,Th
"	YML K	2.19	1.64	.40	W
"	IDL LH	2.23	1.67	.40	M,F
"	IDL LI	2.23	1.67	.40	Dly
"	BOS LI	2.21	1.66	.40	M,W
"	IDL BO	2.22	1.67	.40	Dly
"	BOS BO	2.21	1.66	.40	Th,Sa
"	IDL SS	2.23	1.67	.40	T,F
"	LAX SS	2.50	1.93	.40	T,F
"	IDL LU	2.23	1.67	.40	T F,Sa
"	IDL P	2.23	1.67	.40	Dly ex. T,Th
"	BOS P	2.21	1.66	.40	Dly ex. T,Th
Tel Aviv Israel...	IDL S	1.87	1.40	.40	Su
"	IDL EL	1.87	1.40	.40	T,F,Sa
"	IDL BO	1.87	1.40	.40	Dly
"	BOS BO	1.85	1.39	.40	Th,Sa
"	IDL LI	1.87	1.40	.40	Dly
"	BOS LI	1.85	1.39	.40	M,W
"	IDL K	1.87	1.40	.40	Su,T
"	YML K	1.83	1.37	.40	Sa
"	IDL TW	1.87	1.40	.40	M,F
"	BOS TW	1.89	1.42	.40	M
"	CHI TW	1.93	1.46	.40	M,F
"	MKC TW	1.96	1.46	.40	M,F
"	LAX TW	2.14	1.66	.40	Su,Th
"	IDL AF	1.87	1.40	.40	Su
"	BOS AF	1.85	1.39	.40	Sa
"	CHI AF	1.93	1.46	.40	W,Sa
"	YML AF	1.83	1.37	.40	W,Sa
"	IDL SR	1.87	1.40	.40	Su,M,W,F
"	IDL SS	1.87	1.40	.40	Sa
"	LAX SS	2.14	1.66	.40	Su
Tokyo, Japan.....	IDL P	3.87	2.90	.40	Dly
"	BOS P	3.85	2.89	.40	Dly
"	LAX P	2.50	1.88	.40	M,W,Sa
"	SFO P	2.50	1.88	.40	Dly
"	SEA P	2.50	1.88	.40	Dly
"	PDX P	2.50	1.88	.40	Dly
"	IDL AF	3.84	2.88	.40	T,Sa
"	BOS AF	3.82	2.87	.40	W,Sa
"	CHI AF	3.90	2.93	.40	W,Sa
"	YML AF	3.80	2.85	.40	W,Sa
"	IDL SS	3.87	2.90	.40	T,Th,Sa
"	ANC NW	2.39	1.80	.40	Dly
"	CHI NW	2.68	2.01	.40	Dly
"	YIP NW	2.69	2.02	.40	Dly
"	MKE NW	2.68	2.01	.40	Dly
"	MSP NW	2.64	1.98	.40	Dly
"	PIT NW	2.72	2.04	.40	Dly
"	PDX NW	2.49	1.87	.40	Dly
"	IDL NW	2.74	2.05	.40	Dly
"	SEA NW	2.49	1.87	.40	Dly
"	IDL BO	3.87	2.90	.40	Dly
"	YML BO	3.83	2.87	.40	.....
"	BOS BO	3.85	2.89	.40	Th,Sa
"	IDL K	3.87	2.90	.40	Su,T,F
"	SFO J	2.49	1.87	.40	Su,T,Th,Sa
"	IDL J	2.74	2.05	.40	.....
Toronto, Ont., Can.	LGA A▲▲	.07	.0478	.10	Dly
"	IDL A▲▲	.07	.0478	.10	Dly
"	EWR A▲▲	.07	.0478	.10	Dly
"	BUF A▲▲	.07	.0478	.10	Dly
"	IDL T	.08	6.00	.10	Dly
Trapani, Italy.....	IDL LI	1.48	1.12	.40	Dly
"	BOS LI	1.46	1.11	.40	M,W
Trieste, Italy.....	IDL LI	1.47	1.10	.40	Dly
"	BOS LI	1.45	1.09	.40	M,W
Trinidad, Cuba....	MIA P	.15	.11	.10	Dly
Tripoli, Libya.....	IDL BO	1.47	1.11	.40	Dly
"	YML BO	1.43	1.08	.40	.....
"	BOS BO	1.46	1.09	.40	Th,Sa
"	IDL S	1.47	1.11	.40	Su,T,Th
Trujillo, Honduras..	MEX TA	.28	.22	.20	M,T,W,Th,F

Destination	Airport and Airline		RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Tshikapa, Bel. Congo	IDL	S	2.32	1.74	.40	Su
"	IDL	LI	1.35	1.02	.40	Dly
"	BOS	LI	1.33	1.01	.40	M,W
Tunis, Tunisia.....	IDL	AF	1.41	1.06	.40	Su,M,W,Th,F
"	BOS	AF	1.39	1.04	.40	Sa
"	CHI	AF	1.47	1.13	.40	W,Sa
"	YML	AF	1.37	1.03	.40	W,Sa
"	IDL	BO	1.41	1.06	.40	Dly
"	BOS	BO	1.39	1.04	.40	Th,Sa
"	IDL	TW	1.41	1.06	.40	F
"	PHL	TW	1.43	1.08	.40	F
"	CHI	TW	1.47	1.13	.40	F
"	MKC	TW	1.50	1.13	.40	F
"	LAX	TW	1.68	1.31	.40	Th
Vancouver B. C. Canada	SEA	U	.07	.0478	.10	Dly
"	SFO	U	.12	.0982	.10	Dly
"	LGA	U	.31	.2946	.10	Dly
"	BDL	U	.32	.3003	.20	Dly
"	BOS	U	.32	.3061	.20	Dly
"	EWR	U	.31	.2946	.20	Dly
"	PHL	U	.31	.2946	.20	Dly
"	CLE	U	.27	.2541	.10	Dly
"	DCA	U	.31	.2888	.20	Dly
"	CHI	U	.24	.2195	.10	Dly
"	DEN	U	.15	.1363	.10	Dly
"	SLC	U	.12	.1035	.10	Dly
"	LAX	U	.15	.1312	.10	Dly
"	PDX	U	.07	.0478	.10	Dly
"	IDL	T	.31	27.80*	.20	Dly
"	SFO	Q	.11	.08	.10	Sa
Venice, Italy.....	IDL	LI	1.45	1.09	.40	Dly
"	BOS	LI	1.43	1.08	.40	M,W
Victoria, B. C.....	IDL	T	.32	.26	.20	Dly
Vienna, Austria....	IDL	F	1.43	1.08	.40	Su,W,Th,Sa
"	BOS	F	1.42	1.06	.40	Su,W,Th,Sa
"	IDL	BO	1.43	1.08	.40	Dly
"	BOS	BO	1.42	1.06	.40	Tu,Sa
"	IDL	S	1.43	1.08	.40	Su
"	IDL	AF	1.43	1.08	.40	T,Th
"	CHI	AF	1.49	1.13	.40	W,Sa
"	BOS	AF	1.42	1.06	.40	Sa
"	YML	AF	1.39	1.04	.40	W,Sa
"	IDL	LI	1.43	1.08	.40	Dly
"	BOS	LI	1.42	1.06	.40	M,W
"	IDL	SS	1.43	1.08	.40	Th,Sa
"	LAX	SS	1.70	1.33	.40	Th,Sa
"	IDL	K	1.43	1.08	.40	Su,T,W,F,Sa
"	YML	K	1.39	1.04	.40	Sa
"	IDL	SR	1.43	1.08	.40	Dly except T
"	IDL	EL	1.43	1.08	.40	T,F,Sa
"	IDL	LH	1.43	1.08	.40	Dly
Visby, Sweden.....	IDL	SS	1.32	.99	.40	Dly
Wake Island.....	LAX	P	1.66	1.22	.40	Dly
"	SFO	P	1.66	1.22	.40	Dly
"	PDX	P	1.66	1.22	.40	Dly
"	SEA	P	1.66	1.22	.40	Dly
Warsaw, Poland....	IDL	SS	1.54	1.16	.40	.....
"	IDL	SR	1.54	1.16	.40	Su,M,W,F
"	IDL	K	1.54	1.16	.40	M,W
Wellington, New Zealand	IDL	BO	4.02	3.04	.40	Dly
	BOS	BO	4.01	3.03	.40	Th,Sa
Windhoek S. W. Africa	IDL	BO	2.25	1.69	.40	Dly
	BOS	BO	2.24	1.68	.40	Th,Sa
Windsor, Ont., Can.	IDL	T	.08	6.40*	.10	Dly
Winnepeg, Man., Canada	IDL	T	.17	14.00*	.10	Dly
"	IDL	NW	.17	.14	.10	Dly
"	YIP	NW	.16	.13	.10	Dly
"	MKE	NW	.13	.10	.10	Dly
"	MSP	NW	.09	.07	.10	Dly
"	PDX	NW	.17	.14	.10	Dly
"	CHI	NW	.11	.09	.10	Dly
"	SEA	NW	.17	.14	.10	Dly
Yaounde, F.E.A....	IDL	AF	2.25	1.69	.40	M,W,F
"	BOS	AF	2.24	1.68	.40	Sa
"	CHI	AF	2.31	1.75	.40	W,Sa
"	YML	AF	2.21	1.66	.40	W,Sa
Zurich, Switzerland.	IDL	SR	1.30	.98	.40	Dly
"	IDL	SS	1.30	.98	.40	Dly
"	LAX	SS	1.57	1.23	.40	Dly
"	IDL	S	1.30	.98	.40	Dly except M
"	IDL	AF	1.30	.98	.40	M,W,F
"	BOS	AF	1.28	.97	.40	Su
"	CHI	AF	1.35	1.03	.40	W,Sa
"	YML	AF	1.26	.95	.40	W,Sa
"	IDL	EL	1.30	.98	.40	T,F,Sa
"	IDL	K	1.30	.98	.40	Dly
"	YML	K	1.26	.95	.40	Su,Th,F
"	BOS	BO	1.28	.97	.40	Th,Sa
"	IDL	BO	1.30	.98	.40	Dly
"	YML	BO	1.26	.95	.40	.....
"	IDL	TW	1.30	.98	.40	Dly except Th
"	PHL	TW	1.32	1.00	.40	Dly except Th
"	BOS	TW	1.28	.97	.40	M
"	CHI	TW	1.36	1.03	.40	Dly except Th
"	MKC	TW	1.39	1.03	.40	Dly except Th
"	LAX	TW	1.57	1.23	.40	Dly except W
"	IDL	SW	1.30	.98	.40	.....
"	IDL	LI	1.30	.98	.40	Dly
"	BOS	LI	1.28	.97	.40	M,W,F
"	IDL	LH	1.30	.98	.40	Dly

COMMERCIAL AIRCRAFT

(*Continued from Page 25*)

delivered. Latest orders include four Cruzeir do Sul of Brazil; five for Eastern Air Lines; three for Ansett Airways, Pty., Ltd.; one for Jugoslovenski Aero Transport; three for Lufthansa; two for REAL; one for Aero O/Y; one for a new unnamed Japanese airline; and one for the Union Oil Company of California.

Meteor Air Transport, Teterboro-based contract charter airline, recently concluded negotiations with Los Angeles Air Service for the acquisition of two DC-4s and two C-46s.

Trans American Airlines, noncertificated carrier currently in a last-ditch battle for survival, has leased its seven DC-6Bs to Eastern Air Lines. Delivery of the transports begins next month. Trans American, accused by the CAB of violating the rules limiting frequency and regularity of service by nonskeds, is petitioning the Supreme Court to review a Lower Court decision which affirmed a CAB order revoking the airline's operating authority.

The Soviet Union's four-engine turboprop, the *Ukraina*, is reported to have a cruising speed of 360 miles an hour at altitudes between 24,000 and 30,000 feet. On the way to becoming Russia's standard commercial air transport, the *Ukraina* is expected to carry 84 passengers plus 3½ tons of freight. The turboprop has a large door in the rear said to be large enough to permit a truck to pass through.

Addressing the National Press Club, Stuart G. Tipton, president, Air Transport Association, stated that the scheduled airlines of the United States are committed to buy more than half the 722 jet airliners ordered to date by all the airlines of the free world. The American-flag airlines have signed for the purchase of 397 pure jets and propjets at a cost of $2.6 billion, including the standard 20% allowance for spare parts. Of the 397 aircraft, 213 will be pure jets.

■

Nassau Suffolk Traffic Club, Inc., Stewart Manor, Long Island, New York: Last month's meeting was designated as Industrial Night. Guest speaker was Charles Stonier, assistant director, Bureau of Business Research and professor of transportation at Hofstra College.

Propellor Club of the United States: John F. Budd, editor and publisher of the *Custom House Guide, American Import & Export Bulletin, Air Transportation,* and *Air Shippers' Manual,* recently addressed the Fordham University chapter on the subject, *Status of International Air Cargo Transportation.*

Elmira Area Traffic Club, Elmira, New York: Off-Line Carriers Night held the limelight last month at the Mark Twain Hotel.

Traffic Club of St. Louis: L. S. Hartley, manager of agricultural development, Baltimore & Ohio Railroad, was the club's guest speaker at last month's special luncheon.

Monroe Transportation Club, Monroe, Michigan: Officers of the newly organized club—C. L. Szuhy, traffic manager, Ford Motor Co. Monroe plant, president; Arthur J. Kuhl, traffic manager, Detroit Stoker Co., vice president; Robert J. Duffey, president, Jones Transfer Co., treasurer; E. H. Curson, traffic manager, Monroe Auto Equipment Co., secretary.

■

As this column was being readied for press, the following report was received from Lambert Brothers, Ltd., of London:

"Not for a long time have brokers encountered such a flood of firm enquiry as has been experienced during the past week, when activity reached an even higher level than during the peak period after Christmas. The major part of this business has once more been for long haul movements involving ships' crew transfers, whilst short haul traffic has again proved the weak spot in an otherwise flourishing market, apart from movements to Winter Sports centres for which arrangements were made some months ago. Transatlantic movements have again been a feature, but considerable difficulty has been encountered where American seamen have been involved as charterers invariably insist on pressurised equipment, and in addition many of these crews are of a size uneconomical from a charter point of view. The Middle and Far East market has been the most active section, and apart from a few difficulties with aircraft clearances, this has been by far the most successful section in the market, with *Skymaster* aircraft prominent in fixture lists. A small number of these enquiries have been duplicated, but not sufficient to have caused brokers any undue difficulty. Fortunately most charterers have now realised from experience that to place an enquiry with more than one competent broker only works to their own detriment as a false market is thereby caused, creating a consequent hardening in rate."

To Europe and the Middle East

THE MOST AIR CARGO LIFT ...DIRECT TO MORE CITIES

Every week of the year

- **6 all-cargo flights**
- **49 cargo/passenger flights**
- **More than 200,000 pounds of lift**

6 scheduled all-cargo flights from New York serve Shannon, London, Amsterdam, Brussels, Germany and other destinations. In addition, there are 49 cargo/passenger flights.

These 55 weekly Pan American flights carry more kinds of Clipper* Cargo *direct* to more major cities of Europe and the Middle East. This is the greatest transatlantic air cargo service available today *by any airline.*

And remember—on Pan Am you can reserve Clipper Cargo space in advance and be sure that your shipments go out on the day they're ready to go. There's no extra charge for this service.

For a *free* Cost Analysis of your shipping needs, call your Pan American representative, shipping agent or forwarder today. In New York, STillwell 6-7341, 80 East 42nd St. For our *free* new book, "There's Profit in the *Air* with Clipper Cargo," write P. O. Box 1790, New York 17, N. Y.

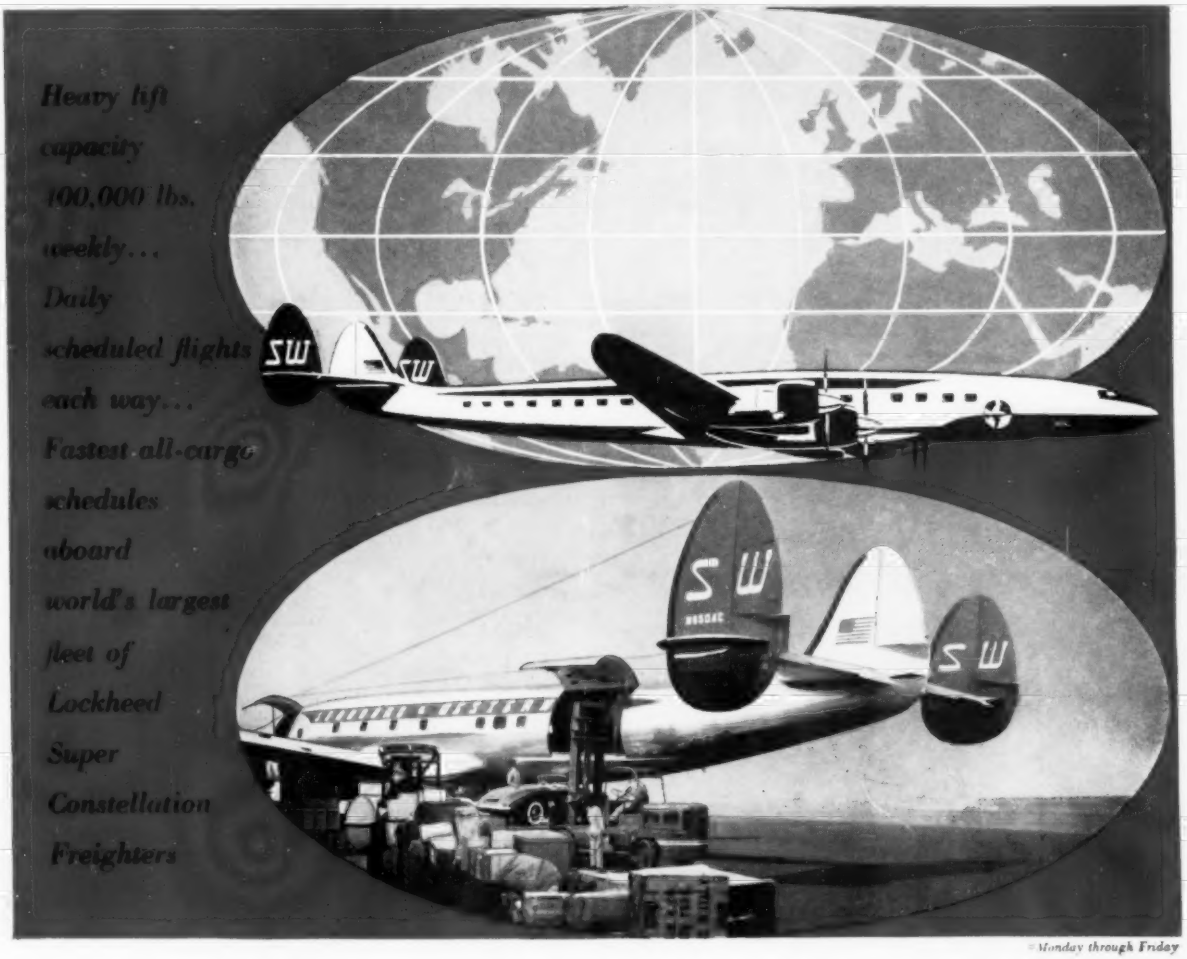
*Trade-Mark, Reg. U. S. Pat. Off.

More Cargo Flies Overseas by—

PAN AMERICAN

WORLD'S MOST EXPERIENCED AIRLINE

NOW... FASTEST DAILY* TRANSATLANTIC AIRFREIGHT VIA SEABOARD SUPER CONSTELLATIONS!



*Monday through Friday

Cut hours from your delivery schedules. Seaboard Airtraders will fly your freight faster than most passengers travel. Only Seaboard offers this daily, super-speed service aboard all-cargo Lockheed Super Constellations... largest, fastest freighters in the sky. Get your freight there first *at no extra cost*... Fly it Seaboard! Contact your Freight Forwarder, Railway Express or call Seaboard's Airtrader Service.

Europe · Middle East · Far East

SEABOARD & WESTERN AIRLINES

Only Scheduled Transatlantic All-Cargo Airline

80 Broad Street, New York 4, N.Y. • WHitehall 3-1500
1001 Connecticut Avenue, N.W., Washington 6, D. C. • REpublic 7-1430

GENERAL AGENTS

Foreign Offices: Amsterdam · Athens · Brussels · Copenhagen · Düsseldorf · Frankfurt/Main · Gander · Geneva Hamburg · Havana · London · Luxembourg · Madrid · Milan · Nuremberg · Paris · Shannon · Stuttgart · Zurich